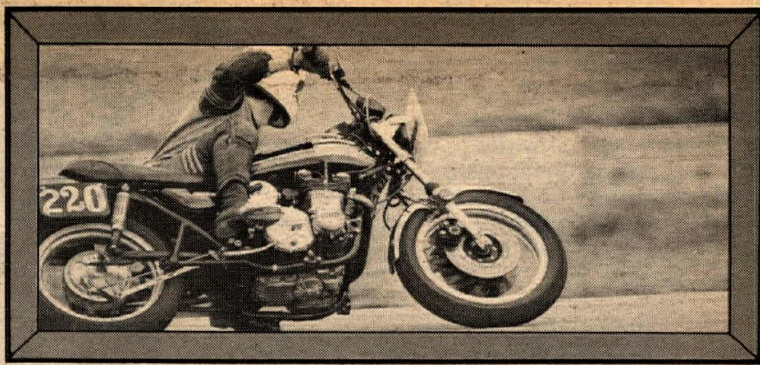
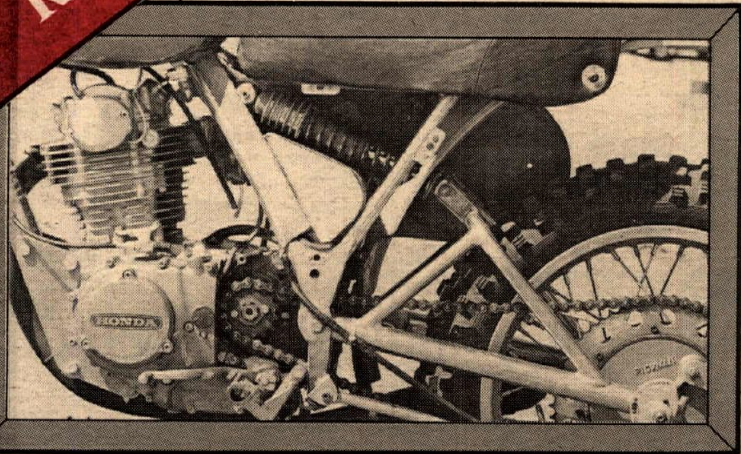


MX, Desert,  
Speedway, Road race,  
RM125A, Cheney/Honda



# WHEEL NEWS

**WEST**

Volume XIII : Number 16 : April 27, 1976 **50¢**



**NEWSPAPER**



America's only full-time freelance moto-journalist, Jim Gianatsis, isn't America's only full-time freelancer. Paul Webb also travels the National circuit full-time shooting color photos, which makes him America's only full-time freelance moto-photolist. Got that!

Cycle News reunion — CN alumni Tom Culp has been named the Advertising Manager for Popular Hot Rodding magazine, in addition to his duties at Pop Cycle. When you start getting up in the years sometimes you need the two extra wheels that a 'hot rod' supplies.

In Europe the FIM has received a proposal to limit the size of carburetor intake tracts in an effort to reduce the speeds of 750 road racers. It is reportedly almost sure to pass unless a better idea is submitted. The FIM is reluctant to reduce engine size as suggested in America by Kenny Roberts.

The police in Manchester, England, recently ordered 24 Honda 750 Police models. A police spokesman said, "We have always stood by everything British but there is just nothing available."

Steve Stackable was seen out at Escape Country last week, nothing unusual about that, except he was at the Hang Ten World Open Hang-gliding Championships. Short Stack is an avid hang-glider and once taught Jammin' Jimmy Weinert to fly. Weinert said, "I knew it was a trick the moment I hit the ground."

Jim Weinert, aka "Jammin Jimmy," neared a significant plateau with his victory in the 250cc National Championship Motocross event at Phoenix, Arizona. The win was Weinert's 10th in National competition, leaving him just one victory short of tying the all-time win record of 11 held by Pierre Karsmakers. Weinert will be gunning for that record on April 25 then the 250cc National Series moves to Rio Bravo Park in Houston, Texas.

While bench-racing with some flat-trackers down at Kenyon's Bul shop, ISDT vet Ben Bowers got into the subject of quick wheel removal. To underline a point, he unloaded his dinged-up Cal City bike, grabbed a wrench, pulled the rear wheel in 22 seconds, the front in 17.

Bart Barfly sez box seat tickets for the May 16 San Jose Mile are gone. Plenty reserved and general left at San Jose area bike shops, or by mail order to Barkhimer Assoc., 14 Camp Evers Ln., Scotts Valley, CA 95066.

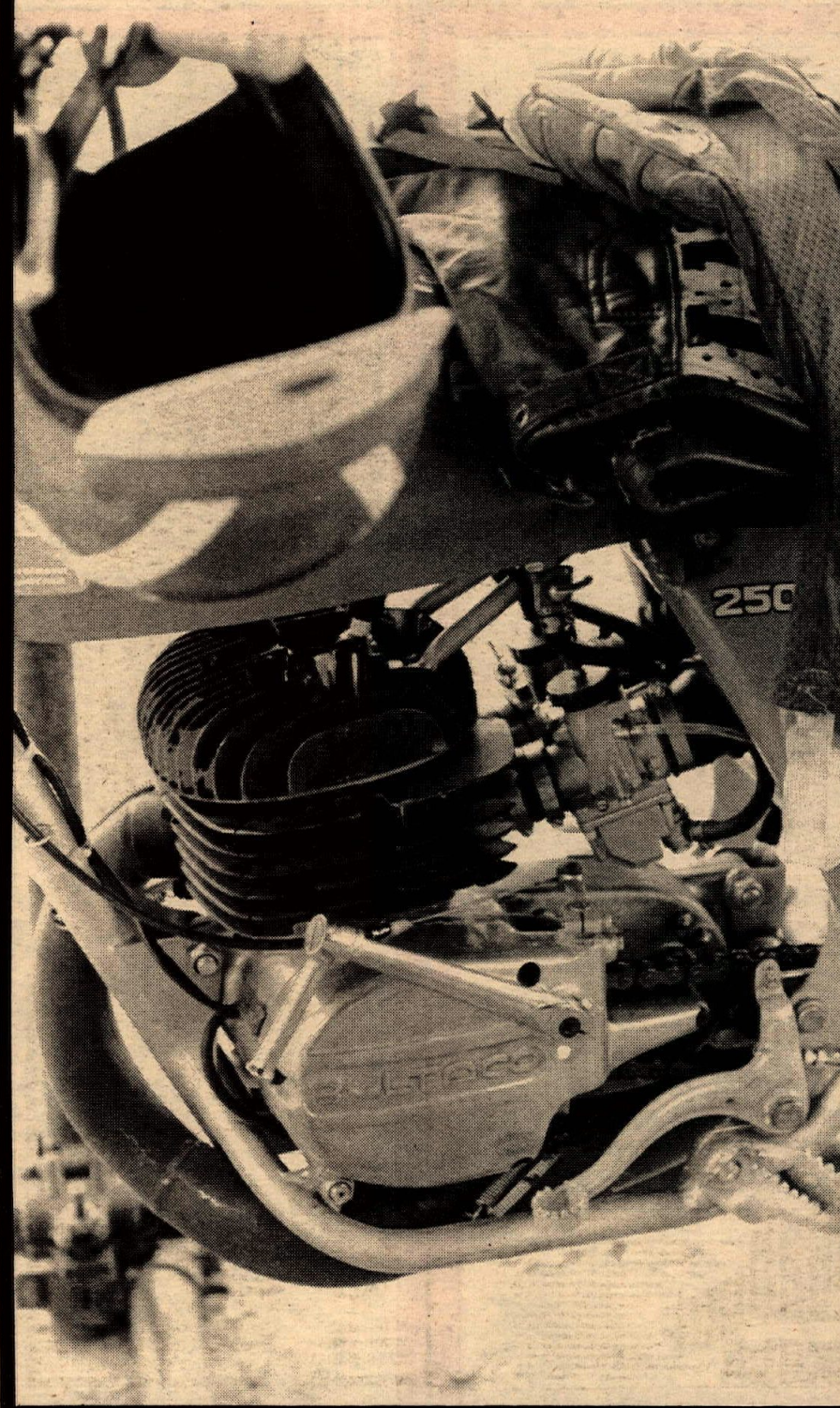
Phil McDonald was transported from the Dallas short track to the hospital at 9:45 p.m. with a known broken collarbone and suspected internal hurts. They let him lay until 2 a.m. when he was finally X-rayed (they apparently found he had a broken pelvis at that time) and began treatment about 4 a.m. Question: If Jack Nicklaus had been beamed by a golf ball, would he be left lying on a table for six hours? Think about it.

Southern California Indoor Short Track racing will make a thundering comeback at the Long Beach Arena, May 8. The AMA sanctioned California State Championship will feature a full racing program as riders compete for \$1600 in prize money. Arena gates open at 7 p.m., races start at 8. Tickets may be purchases at the Arena or through Ticketron state-wide.

The International Women's Motorcycle Association has been successful in arranging a special Women's class at the Mammoth MX. Women will race three 5-lap motos on Saturday, June 12. The class is limited to 36, 12 Experts, 12 Intermediates, 12 Novices, so it's first come, first serve. For further information, call IWMA (213) 368-4804.

# THE LATEST POOP BY PAPA WEALEY

Jim Pomeroy's twin carb 250 Pursang showed promise at International events earlier this year, but when the GP season started Bimbo went mono-carb. Puch's twin carb rotary/piston port world beater had them thinking this winter.



Lake Whitney Cycle ranch is preparing to host one of the most outrageous motocross events ever on May 8-9 in the little town of Whitney, Texas. The event starts Saturday with a Van-In with seats, CB's mag wheels and accessories as prizes for the best vans. On Saturday night there will be a big country western

concert at the track followed on Sunday by a \$5,000 Pro-Am MX. The winners of all the classes from Mini to Open Pro will receive a trip for two to Las Vegas for five days (airfare, hotel and some meals), second through fifth will receive 18" Jade trees for their mothers. Gee whiz, mother never had it so good.

Closed circuit to race correspondents: If you're only writing about the "money" classes and the same guys are winning all the time, your stories get to be a snore. Notice some of the up-and-comers in the Novice/Intermediate classes, the tight races, the crazy things that happen to people. Make somebody besides the race promoter want to read your story. OK?

Trials rumor confirmed: Don Sweet is riding for Montesa, and will campaign one of the new 348s in the National rounds.

Martin Belair, still in Spain doing his internship with the Montesa factory, won an important Spanish national trial, beating out his factory's development chief in the process. Viva Martin!

The BLM has just issued a permit for the Hook & Ladder Enduro. The giant fun family run will be held September 24-25-26 and might even get television coverage for the first time.

Idahoans note: Cour d'Alene Dist. Multiple Use Advisory Board (BLM) meets May 4-5 at the Edgewater Lodge, Sandpoint, Idaho to discuss all kinds of things, some of them relevant.

BRM, the underdog producer of British Formula One cars has finally tossed in the towel — in that arena. But wait, they now say they're keen to get into motorcycles and/or sidecar road racing; and are working on a batch of monocoque kneeler outfits.

Qualifying motos have become the standard at AMA National motocross races this year. Each week more riders than the starting gate will hold pay their money and take a shot at fame. The AMA system of getting the 40 best on the line consists of two qualifiers and one ten minute consolation. Everyone except this year's current top ten have to qualify if more than 40 sign up.

The Santa Barbara News-Press, having nothing better to do, dredged up another recycle of the Ballinger Canyon hassle. Same ol' blunt-nosed leopard lizard story; but at least they admitted that the U.S. Forest Service says the bikers have every right to ride there.

Kawasaki Motors will sponsor the 250cc MX National May 2 at Towaliga River Park in Georgia; and Rexnord Corp., makers of Duckworth chain, has agreed to back the Loudon road race National June 20. Do we have a bandwagon effect going?

The Bees MC of Mountain, Utah, faces 1977 with the prospect of finding a new hill. The 1500-foot "Widowmaker, in use since 1974, fell to Harley-mounted Jim True of San Jose, Ca. April 11. Story next week.

Folks who might want to write Phil McDonald, hurt at the Dallas Short Track National, address them to Route 3, Box 396, Sapulpa, OK 74066 and they'll reach him. Phil is going to be laid up for several weeks with his injuries.

Little known facts file: Main event winners Steve Fortune (Junior) and Tim McWhorter (Novice) at Ascot's April 9 pro half mile were both riding bikes tuned by Don Kelley, a house mover from Cherry Valley, Ca. Mama Kelley wanted us to know.

Rawhide Cycle Park is closed. Seems the Elsinore, California motocross track was suddenly shut down during the week with little or no warning. Riders who planned to race the scheduled AMC race were disappointed, but it was no fault of AMC.

Jeff Jennings, the 16 year old wunderkinde of Team Suzuki, will be racing all the 125 Nationals for Suzuki and may do some 250s, including next week's Rio Bravo National in Houston. It is more to get Jeff experienced than famous. That will come in its own time.



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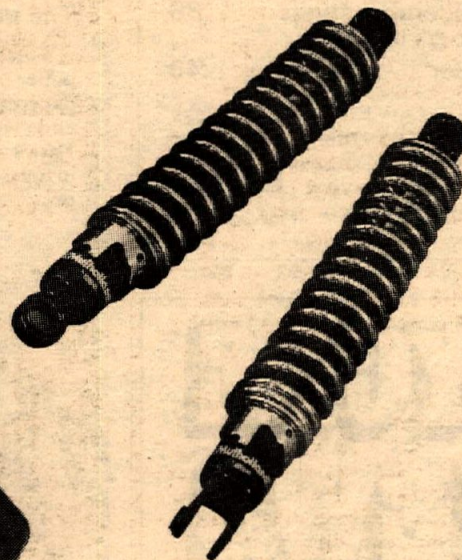
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# INSIDE

|                               |    |
|-------------------------------|----|
| World Mini GP .....           | 6  |
| Myerscough ROC's 'em          |    |
| Speedway .....                | 8  |
| Roller derby and              |    |
| Let's Make a Deal             |    |
| International Dateline ....   | 10 |
| French and Spanish Grand Prix |    |
| AFM Endurance RR .....        | 12 |
| Six hours of Easter rashing   |    |
| Suzuki RM 125 A .....         | 14 |
| Little brother takes charge   |    |
| Desert Hotline .....          | 16 |
| Balentine gets hot            |    |
| Western Hotline .....         | 18 |
| Gate crashing and             |    |
| bike mashing                  |    |
| Northern Dateline .....       | 26 |
| Ridgerunners opener           |    |
| Central Pipeline .....        | 34 |
| Texas turf terrors            |    |
| 50cc fiberglass flyers ....   | 36 |
| If you can't beat them ....   |    |
| Calendar .....                | 40 |

ON THE COVER: A full weeks worth of everything under the sun; speedway, desert, road race and MX. Pick your sport and name the photographer.

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# VOICES OF THE WEST

## The perfect solution

I have just started subscribing to your paper and find it quite informative except for one thing. I live in Indiana and would like to have results about Eastern races. I am especially interested in motocross, but of course I'm not the only one you have to please.

BRIAN BONNER  
Markle, Ind.

Brian, Cycle News has two regional editions covering all the racing news in the United States. Cycle News West covers most of the states from the Mississippi River west, while Cycle News East covers the eastern region. Indiana is located in the region covered by our fellow journalists at Cycle News East. Drop us a line if you would like to switch your subscription from West to East... Ed.

## Count on me

I can understand how some women might object to being referred to as "Powder Puffers" and I thought the recent letter illustrated their point of

view quite admirably, until I saw how it was signed; "M. Thunderpussy."

Then I realized it was someone's idea of a sexist joke. Personally, I don't care what they call me. A race is a race and it's who's up front that counts — not what's up front.

DEBORAH HASSLER  
Santa Cruz, Calif.

## A bird in hand

I think the "Powder Puff" noise is getting out of hand and missing the whole point. That class was originally intended to introduce women to motorcycling by competing with other beginning female riders. If a woman "Powder Puffer" has grown out of that class, all the normal men's classes are open to her at the risk of losing the cherry picking she has been doing in the beginning "Powder Puff" riders.

TOM DAY  
Central City, Neb.

It takes a clear thinking kid from Nebraska to shed a little light on the problem. If motorcycle racing is open to riders of all skill categories regardless of

sex then why do women even have a class of their own? Let everyone who is a Beginner ride in the Beginner class, all Intermediates in the Intermediate class and so on. When men's classes are open to all why should the women have a class of their own. We are open to suggestions for a new name for the Powder Puff class, so keep those cards and letters coming... Ed.

## Short tracker

I would like to thank Rescue 3 and Co. for helping me in at the Desert Squirrels race. Even though I only made it a quarter of a mile past the start I am grateful. Thank you.

DAVE WADDEN  
No. 3760  
Monterey Park, Calif.

## On behalf of the family

Our son, Richard Allred, was critically injured at Argyll Park near Dixon on February 8th. He passed away the next day.

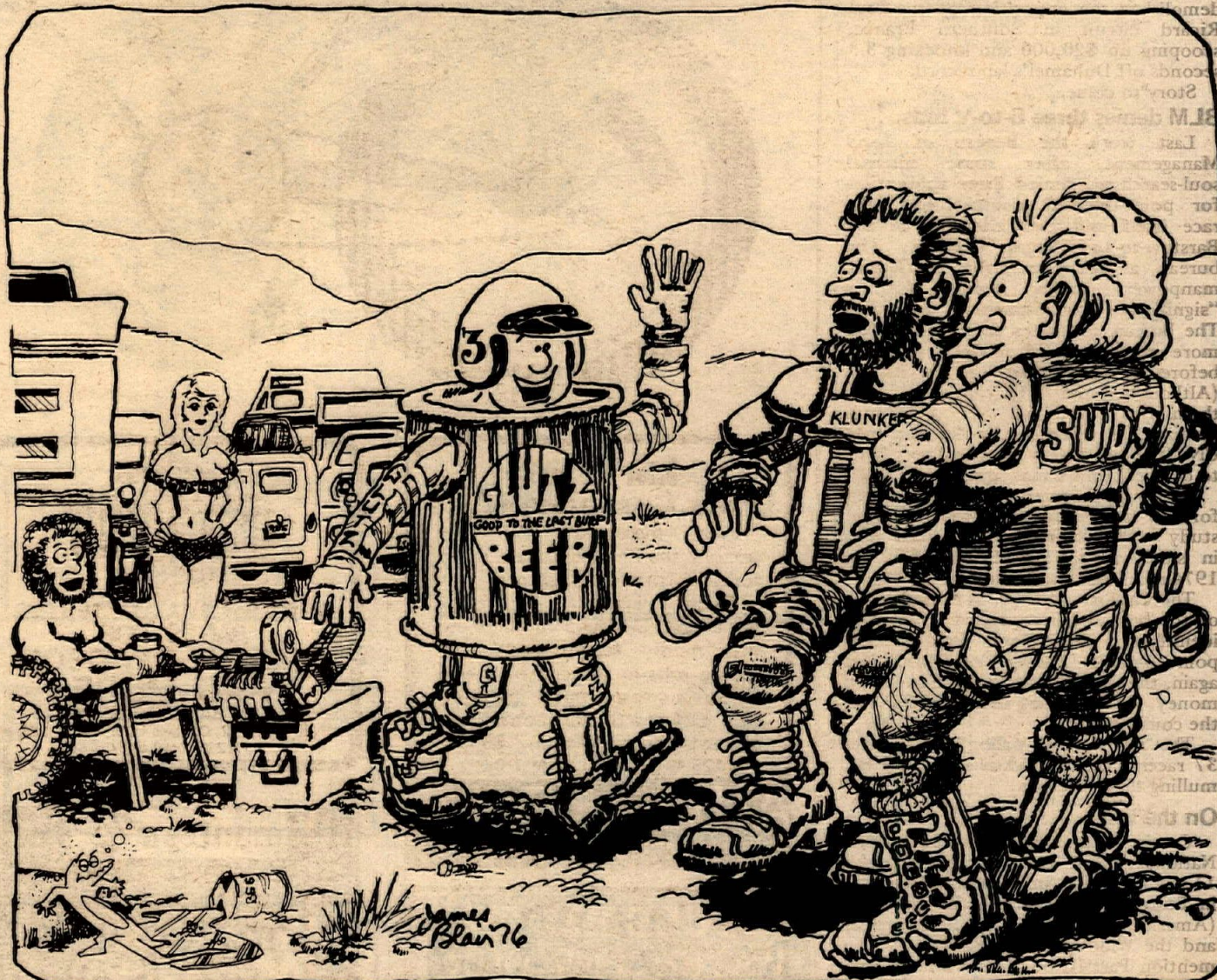
His injuries occurred when the fourth place bike went down and Richard, who was in fifth place, hit the down bike. Rich was thrown in front of the following bikes and suffered massive brain damage and internal injuries.

It was an unavoidable accident, but we are worried that the young people who hit Rich may feel guilty or be burdened by their remorse over his death. We know that Rich's death was very disturbing for the other racers involved in this accident.

His family bears no hard feelings and hope the other young people continue racing and enjoying the sport. We're sure Rich would want it this way.

MR. AND MRS. HAROLD ALLRED  
San Pablo, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.



Guess what guys? I got a sponsor!



# UP SHOT

**John Player Transatlantic Trophy Races**  
British beat Americans; Baker top scorer.

Great Britain, by a 28 point margin, regained supremacy from the defending American team in the sixth annual Easter weekend road race series. The American team held a 15 point lead after Steve Baker (Yam) swept both legs at Brands Hatch April 16 with Kenny Roberts (Yam) and Barry Sheene (Suz) swapping second and third. The British team made a comeback at Mallory Park on April 18 where Sheene and Roberts split wins in the two legs. Poor mid-field placing by the American team allowed Britain a one point advantage.

Baker and Roberts finish 1-2 in the opening leg at Oulton Park April 19, giving the Americans a slight edge. The final leg was won by Baker, but Roberts crashed while second. If Roberts had not crashed and the rest of the American team remained in position, the series would have been a draw. For his performance, Steve Baker was awarded the Man of the Series trophy. Complete coverage to come.

## Cecotto scores the francs

Johnny Cecotto (Yam), Steve Baker (Yam) and Yvon Duhamel (Kaw) went 1-2-3 in the MotoJournal 200 April 11, the latest event to be billed as the "World's Richest Road Race." Cecotto demolished the opposition on the Paul Ricard circuit in Southern France, scooping up \$20,000 and knocking 3.3 seconds off Duhamel's lap record.

Story to come.

## BLM denies three B-to-V bids

Last week the Bureau of Land Management, after some internal soul-searching, denied three application for point-to-point competitions (the race itself and two enduros) in the Barstow-to-Las Vegas corridor. The bureau, as last year, cited insufficient manpower and/or funds for a "significant environmental analysis." The bureau continues to maintain that more environmental study is required before a race permit can be issued. (Although the bureaucrats find themselves stumbling over their own verbiage, as when one spokesman told CN "The law is very clear and very hard to define." How's that again?)

Bureau spokesmen, in citing the need for new studies, did admit that an earlier study (which claimed a 90% reduction in small animal population after the 1974 race) was "not accurate."

The California office (in Sacramento) of the bureau has expressed a desire to identify at least one long-distance point-to-point racing corridor, but again, they're tying it to a bid for more money. "We're trying to budget for it in the coming year."

The San Gabriel Valley MC, District 37 racers, and individual riders are still mulling their reaction.

## On the line

Coming up, the Houston 250cc National (will Jammin' tie Pierre's 11-win record?); Americans getting it on in European road racing; the Mint 400 (Americans getting it on in America) and the Widowmaker Hillclimb. Not to mention Part III of the continuing saga of Fantasy Factory's motocrosser-turned roadrasher, impressions of Montesa's impressive Cota 348, and more.

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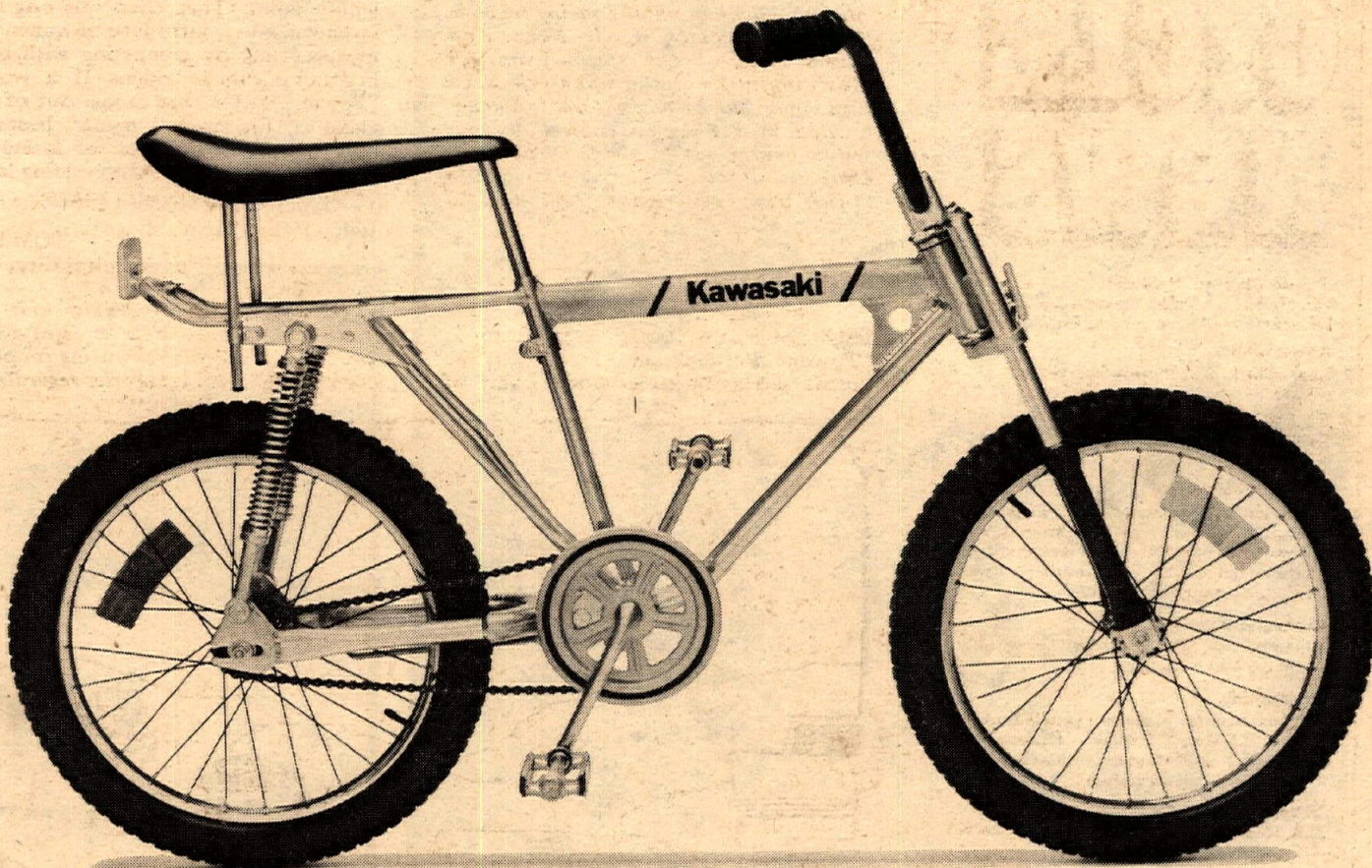
front forks, adjustable MX seat and lots more.

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## World Mini GP

# Myerscough s

By Rick Lutz

VALENCIA, CAL., APRIL 9-10-11

Billed as the World Championship Mini Grand Prix, the event shared the Dunes with a speedway go cart "National", a three and four

wheel Dirt Sprint Championship, the Supnationals for Bicycle Motocross and a \$1500 Bicentennial MX for the larger bikes. Receiving high billing on the Mini GP agenda was the Race of Champions, in which the top twelve minicycle riders from the various Minicycle Associations would be matched up on identical bikes to decide the number one Champion of the mini moto set.

The activities began Friday morning with registration and technical inspection, and as the 1300 plus entries filled the parking areas, names like Myerscough, Ward, Dee, Murphy and Whitting began to fill the entry list. Besides the enormous rider entry the press pass list began to bulge. Almost every monthly periodical was

represented as were the local news media. Also on hand was a filming crew from CBS Sports Spectacular.

Starting out bright and early Saturday morning the thirty-five class events started. With only a few delays for the watering truck to make laps and other track restoring efforts the morning activities ran quite smoothly. After a lunch break the riders were back at it, and again the activities lasted until the twilight hours. While the bikes were running under the lights the Go Kart speedway races were also running in another part of the Park, and the three and four wheel Dirt Sprints were being run in another section.

Sunday morning began with the conclusion of the second and third rounds of motos, plus the run-off motos for some of the bulging classes.

(Left) Mini moto madness shook Indian Dunes with 1,300 young racers.

(Below) Tight racing all weekend was highlighted by the Race of Champions.





# ys ROC giants

April 27, 1976 **CYCLE NEWS**

Highlighting the day's activities was the three-moto Race of Champions.

Probably the three most exciting and heartwarming classes run for the entire event were the Pee Wee classes, the Powder Puffers and the Race of Champions. Although every class had its close races and point standings, these three events will probably be best remembered.

Randy Moody, riding a tiny Indian, led the beginning Pee Wee riders around the track to take the overall trophy which was a good two feet taller than he was. Roy Smith led everybody around the track in the Novice division except for the ecstatic mothers and fathers who sprinted from corner to corner. Brandon Schneider had a very close battle with Miss Debbie Allred for the Expert division.

The Powder Puff race was close between Tracy Evans and Barbara Spielman in the first and third motos as the two riders were never more than two bike lengths apart. Valerie Robledo clinched the number two trophy when Spielman's bike developed trouble in the second moto. There was one disqualification in this class and that was for the lone male rider. The reason for his disqualification was improper riding apparel, or more accurately, lack of riding apparel.

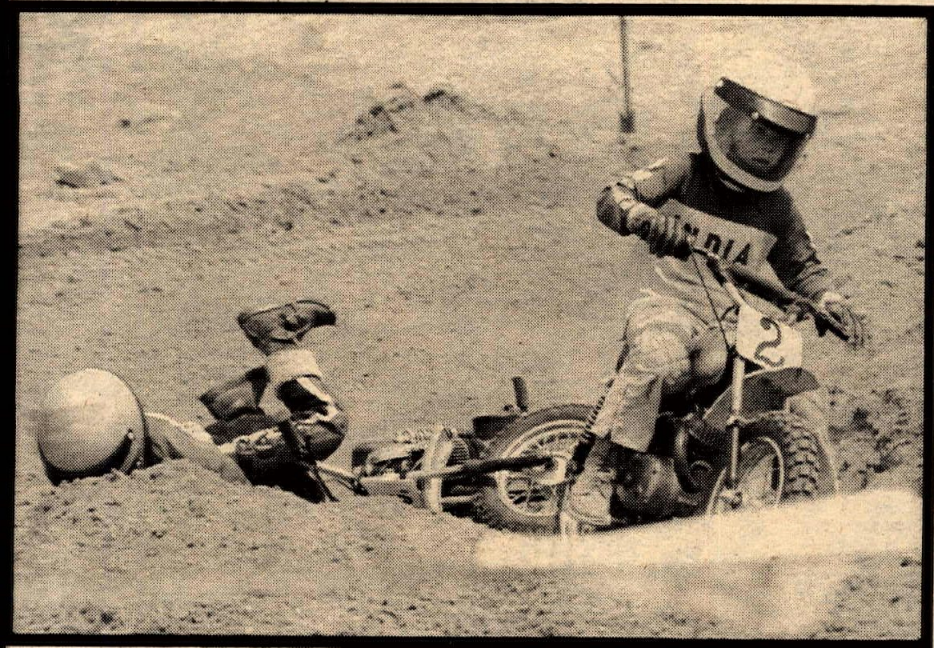
The Race of Champions was the

thriller as three of the "Giants of Minicycling" battled it out to the last moto. A.J. Whitting won the first moto by twelve seconds but dicing it out for second were Brian Myerscough and Jeff Ward. The Ward-Myerscough battle was a see-saw affair as the two riders exchanged positions no less than seven times. In the final two motos, these two riders exchanged first and second places for the entire distance, and on the final moto it was still a three way battle. Whoever won the last moto would be the Champion of Champions. Myerscough made the final move and when the flag fell it was Myerscough by a bike and a half. Myerscough had kept Ward, last year's Champion, from making it two in a row. He was now the king.

Besides the trophies, three minicycles were presented along with numerous other contingencies. Brian Myerscough took home the Honda and Suzuki motorcycles for his 83cc and Race of Champions wins plus two of the five foot overall trophies. Flying Mike Brown earned a Yamaha for his win in the 105cc class. Brown, upon receiving the bike announced that he would like it presented to one of his buddies who could not afford a bike of his own to race, a very generous gesture to say the least.

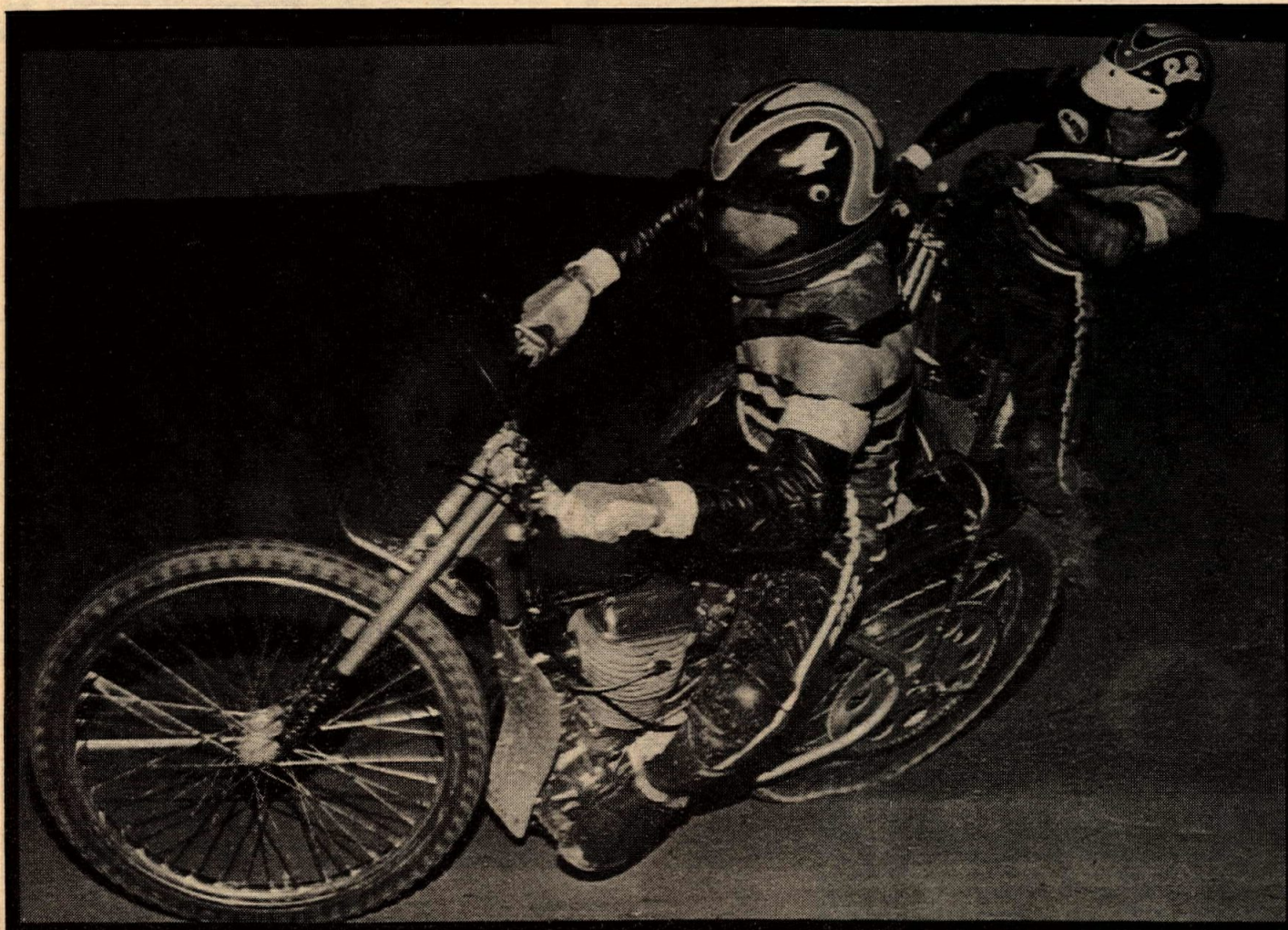
Results in Results Section.

(Right) Unidentified rider tests new skin tight leathers. (Below) The Pee Wee's gave it all they had, while Brian Myerscough (1) and Mike Brown (0) came away big winners.





# Speedway opener: H



Berserko's back! Danny Becker (22) in Sharks skins, rides some semblance of formation with Ventura teammate Dave Sims (4).

By Dennis Greene and Tom Blattler

Ventura, California  
April 13, 1976

With a push of a button the starting gates went up on the start of the 1976 Speedway season. A light rain was falling at that time,

New and old fans alike were on hand to see what European-style team racing was all about. Each of the five SoCal tracks has one team of six riders plus one reserve.

The Ventura Sharks hosted the San Bernardino Sizzlers, with team racing replacing the Scratch part of the program. There are 13 events; two riders from each team come to the line for a four-lap scratch race. A running points score is kept, with three points for the win, two for second, one for third, and zero for fourth.

At the end of the scheduled 13 events there was a tie at 39 points each. The 13th event saw the points remain split with three going to the Ventura Sharks when Bobby Schwartz took the checkered flag, his teammate Dave Sims took fourth (a zero), leaving Jim Fishback and team captain Larry Shaw three points for second and third.

Event 14 saw Mark Cherry pull off the win as teammate Dean Foreman took third to give four points to the San Bernardino Sizzlers, also the overall win, 43 to 41.

The second half of the night was the more familiar Handicap program with six men starting on different starting lines determined by past win records. Dean Foreman came from the 20 in the Division One Main for the win, holding off hometown hero Randy Marsh.

Second Division racing brought out several new riders for the first taste of Speedway competition. Brad Oxley, the 16-year-old son of Promoter Harry Oxley, ran away with his heat race, but ran second in the Main behind Don Falkner, also in his first race.

Irwindale, California  
April 15, 1976

At 3 p.m., the Speedway season opener at Irwindale Raceway looked very much in doubt as rain had left gallons of water on the race track; but 100 tons of decomposed granite was brought in to soak up much of the wetness.

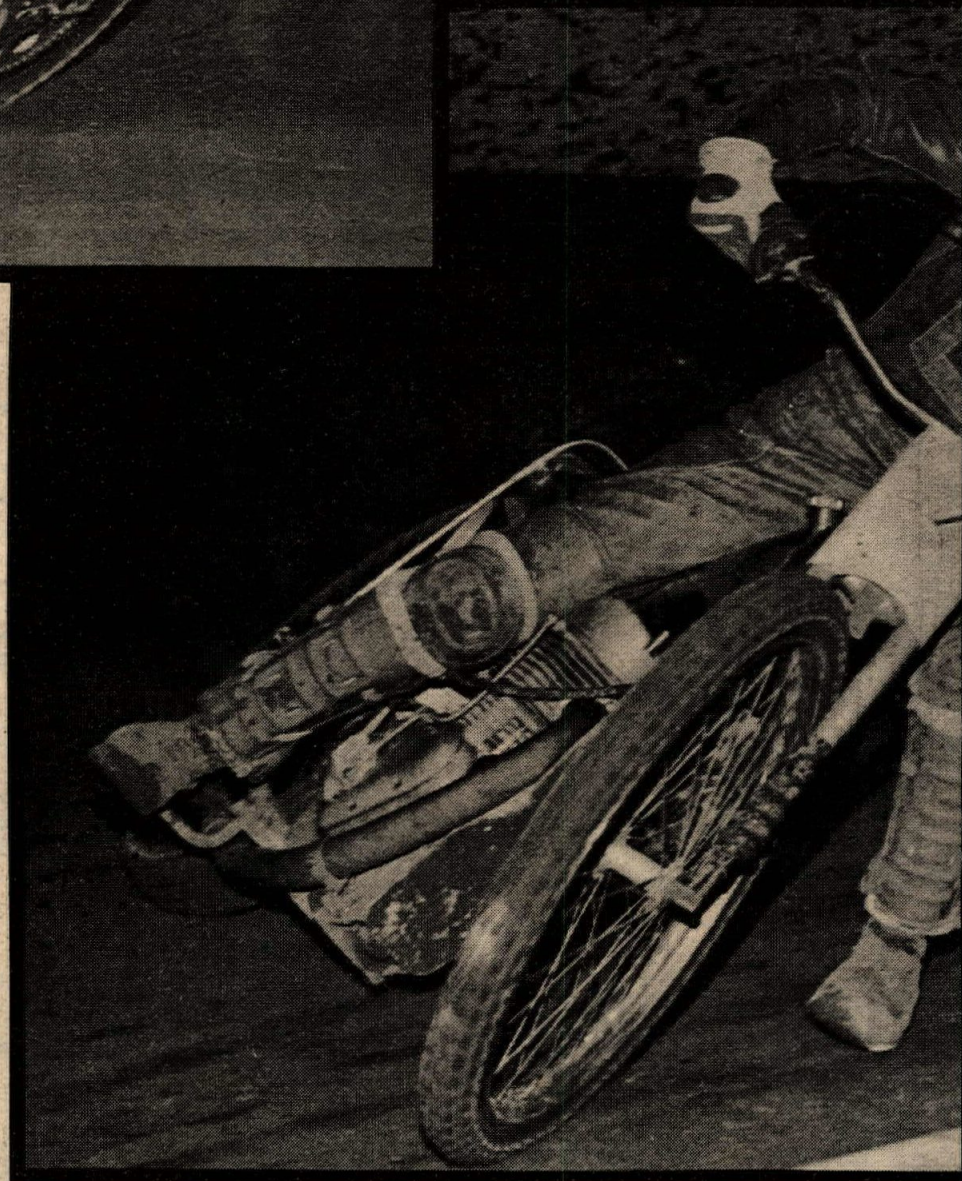
In the season opener, the Los Angeles sprockets (Irwindale) would face the Orange County Eagles (Costa Mesa). The first heat pitted current National Champion Mike Bast and Wayne Lewis for Los Angeles against three-time U.S. Champion Rick Woods and Mike Muntean for Orange County. As the gate dropped, Lewis and Bast jumped to the top two spots and looked to be running away with a clean sweep and a five to one lead. However, on the third lap of the four-lap event, Bast's primary chain let go and almost pitched him over the handlebars. Lewis went on to take the win and three points with Woods and Muntean second and third, also three markers. So after one race, the teams were tied.

following. Penhall needed to move into third if Los Angeles was going to win, but couldn't. Bast won as Woods and Christian followed, and the team score was still tied at 39 all.

The squads now looked to their third and fourth men in points. For Los Angeles, it was Lewis and Gene Woods, Rick's brother, who was in his first Division One competition. For Orange County, two veterans, "Wild Billy" Cody and Billy Gray, filled the heat.

At the drop of the gate, Woods and Lewis grabbed the lead in the first corner and began to pull away. Then Billy Gray slid underneath Lewis for second when Wayne was sprayed by Woods. As the white flag appeared the crowd was on its feet screaming for the two Los Angeles riders. At the checker it was Woods, Gray, Lewis, and Cody. Los Angeles had held on to defeat Orange County by just two points, 43 to 41.

In the Handicap portion, Rick Woods scored in the five-lap Main event, as the Huntington Beach "Rocket" held off Penhall, Max Koemans, and Jim Gresham. In the handicap consolation,



Dubb Ferrell at Costa Mesa, trying out a new fuel-injected engine built by Jerry Fairchild. Got lots of horsepower, but in the Handicap lineup, Dubb found 'way too much traction and looped it at the start.

The score went back and forth with Los Angeles leading and then Orange County tying it back up. They remained tied as the teams moved into the final heat. For Los Angeles, Bast and Bruce Penhall were the top point riders and, for Orange County, Alan Christian (who recently moved to Southern California after being number one in the NorCal area) and Rick Woods. In the first corner, Bast grabbed the lead with Woods and Christian

reserve rider Porky McCabe found his way to a starting position and also the five-lap victory over Cody and Steve Colombo.

In the two five-lap second division races, Dennis Sigalos held off flat track ace Rob Morrison and Larry Losta weaved his way through the fallen bodies and bikes to defeat Randy Seymour.

Results in Results Section.



# ere we go!

April 27, 1976 CYCLE NEWS

## Costa Mesa, California April 16, 1976

It was a Good Friday for the opening of Costa Mesa. The Bakersfield Bandits came to do battle with the Orange County Eagles.

The Eagles soared as the Bandits ran for cover. Only once during the night did they have the lead and that was in the first event when Team Captain Jeff Sexton pulled off the win. At one time there was a six point spread in favor of the Eagles. This may seem like a lot, but in truth a first and second in any event earns a team five points. Going into the last event of team racing there was just a four point spread, but the Bandits could not take advantage of it. The Eagles' Alan Christian took the win with teammate Bill Cody second, the five points earned giving them the win, 43 to 35.

In the second half of the show, Bill Monteleone, in his second year of Speedway, pulled off the Second Division win after several restarts.

Team rider Mark Cherf got past free-lancer Jim Gresham in the

Both teams were very well matched. During the 13 events, the points lead was swapped back and forth with neither team taking a commanding lead. The score was all tied up at 39 points each in the final event, so a tie-breaker was run between Randy Marsh and Dubb Ferrell. Marsh, ouf the Sharks, took the lead at the start and never looked back, not even when Dubb tried

to get by in the last turn, running in his rear wheel.

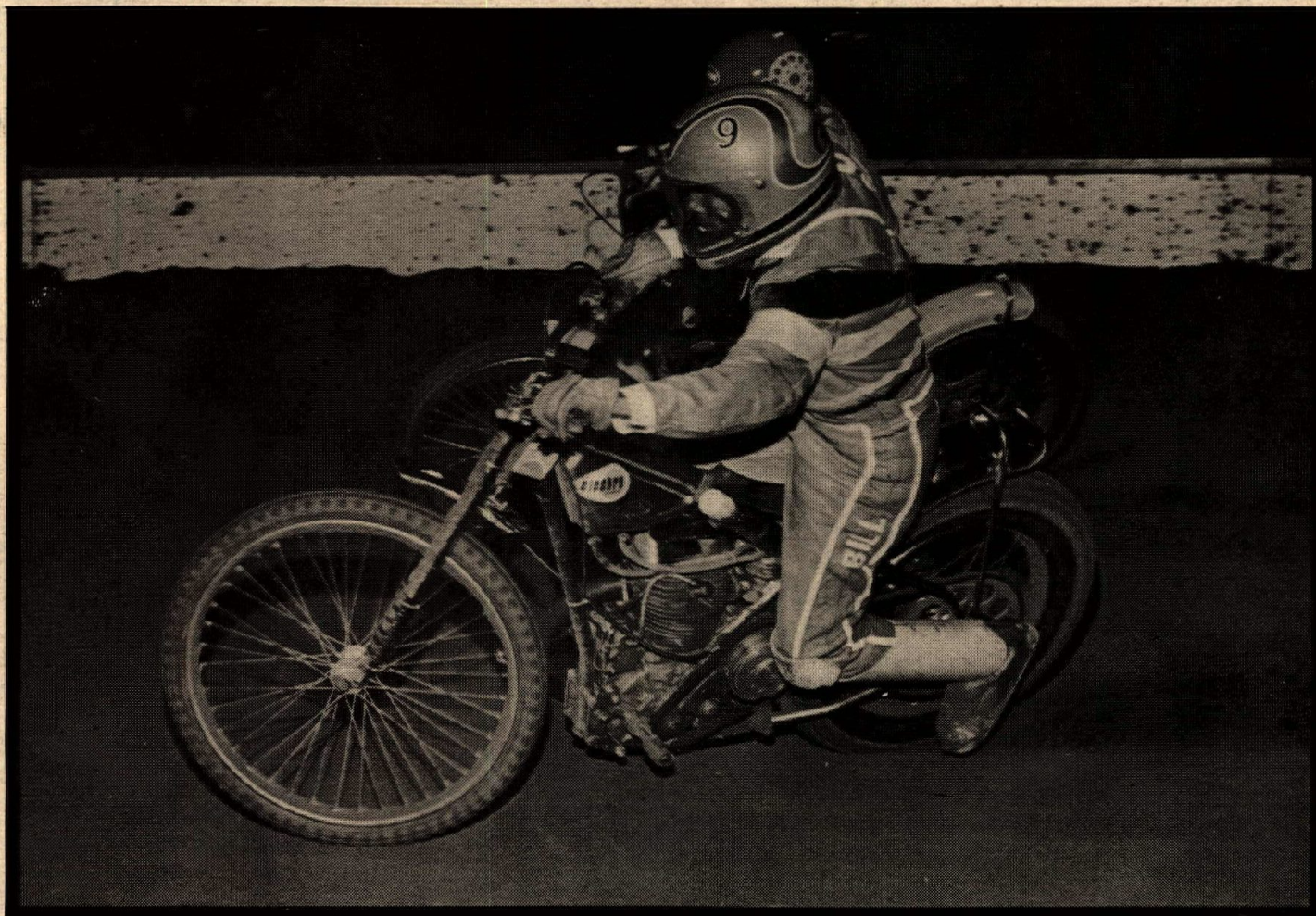
Handicap racing brought the fans to their feet when hometown hero Dan Toomey ran away with the Main. Jim Gresham was the only rider to put any pressure on Toomey, but it was too little too late.

Division Two honors went to Mike Bendy, a very determined young man

who went all the way to Bakersfield as an alternate just hoping for a chance to ride if someone did not show up.

### Results

SUMMARY: FIRST WEEK OF TEAM RACING: 1. Eagles-Orange County won 1, lost 1. 2. Bandits-Bakersfield won 0, lost 2. 3. Sharks-Ventura won 1, lost 1. 4. Sizzlers-San Bernardino won 1, rained out. 5. Sprockets-Irwindale won 1, rained out.



(Above) Billy Gray at Irwindale (riding for Orange County) holds it under L.A. Sprocket Wayne Lewis (half hidden). (Below) Bakersfield hometowneer Don Toomey got a dy-no-mite Handicap win to kick off his '76 season.



PHOTOS BY DENNIS GREENE

Handicap Main, but Gresham is a force to be reckoned with. Jim was not picked for a team and is out to show everyone that they overlooked a strong competitor.

## Bakersfield, California April 17, 1976

The final night of the first week of Speedway team racing, the Bakersfield Bandits hosted the Sharks of Ventura.



# International dateline

## French 500 GP

# Maicomeister Weil puts it together

By John Huetter

PERNES-LES-FONTAINES, FRANCE,  
APRIL 11

Church bells ring the hour in the walled, moat-surrounded town of Pernes, resounding off crumbling walls that define narrow streets first built in the 16th century. It is a crisp, late spring morning in the south of France. Housewives tottering up steep streets with bread loaves as long as your arm stop and stare curiously. Gray alley cats jump out of the way as top-heavy vans rumble past; vans with things like "Team Husqvarna" and "Team Suzuki" painted on them.

Twenty-four hours later, the second round of the 500cc Motocross World Championship has been decided on a twisted, tree-dotted rockpile surrounded by vineyards — in favor of West German Adolf Weil.

Adolf showed just how much of a Maico track it was by grabbing the all-important holeshot in the first moto. He never looked back. Behind him were Wolsink, Aberg, Herbert Schmitz (Puc), and Vic Allan. DeCoster and Pierre Karsmakers, in his fourth GP for Honda, were buried back about 10th or 12th. Brad was even worse off in the dust cloud that followed the leaders.

After three laps, Willi Bauer was up to sixth, looking very swift and controlled on the KTM. Wolsink took off after Weil and Schmitz powered the 380 Puch past Aberg's near-stock Bultaco. Fifteen minutes into the first moto, Karsmakers' and DeCoster's personal duel carried them past Ake Jonsson. There was little position-swapping on the blue-grooved track where passing was a very dangerous proposition. Schmitz closed the gap on Wolsink as the first three started going away from everybody. Behind them the order was still Aberg, Allan, Bauer, Karsmakers, DeCoster, Jonsson, Lackey, Khudiakov (CZ), Andre Massant (Yam), and Arne Lodal, Husky-mounted Dane.

At just about 30 minutes of the moto, DeCoster snapped past Karsmakers and made it stick. Aberg, Allan and Bauer were at it very hot and very tight, each bike only a few feet from the other. Adolf started to stretch out a little lead while Gerrit was in complete control of second. Roger moved up on the trio battling for fourth, made it a foursome and they all moved away from Pierre, searching for a line, any line, that would allow them to pass on the bumpy pavement.

Bauer and DeCoster began a high-speed duel as both high-revving horsepower bikes, Suzuki and KTM, got a little sideways coming out of the flat, gravelly corners. The mutual pressure took them past both Vic Allan and Aberg, who started falling back with a recurrence of transmission problems. Pierre got moving again and passed Aberg as Bengt, missing several gears, faded back to 10th at the finish after some masterful opening laps.

Vic Allan had chosen to start the first heat with his practice tire, thinking he didn't want too much traction from the CCM out of the hard-packed corners. The rocky course wore the knobs completely off in 40 minutes. He



Roger DeCoster (1) banks it downhill with Karsmakers (23) at five o'clock and Weil (10), Lackey (22) lagging behind.

37 year old Adolf Weil holds it on down a scenic Yrupean straight.



circulated the last few laps on a shredded carcass and Karsmakers got past him with two laps to go. Brad never was able to get out of mid-pack and finished a disappointing 12th, though closing on Ake Jonsson very strongly at the end.

Adolf was comfortably out front at the finish, with six seconds over Gerrit. Then, past the checkered came Schmitz, Bauer, DeCoster, Karsmakers, Allan, Italian Alberto Angiolini (Mai), Khudiakov, and Aberg.

With the importance of a good start graphically demonstrated in the first moto, Roger D. took the lesson to heart and went for it. The RN Suzuki's front wheel stayed a foot in the air up to the first jump and DeCoster came out of the turn in front, barely. On the outside of him was Pierre Karsmakers, whose Honda is certainly not hurting for horsepower, whatever the other problems in the "Type I" GP bike. Christer Hammargren, now on a privateer basis but still on a Kawasaki, was third.

Then, three-quarters through the first lap, came one of the worst multi-bike

crashes ever observed in a GP. Most riders seemed to agree that Herbert Schmitz dropped his Puch in the blind hairpin at the bottom of a downhill. In the roiling first lap dust, Brad hit the bike and bailed off as about 10 more riders and machines piled into him from behind. Young British star Graham Noyce endo-ed over the pile, nearly back onto the track running the opposite way. Efimov and his CZ tumbled over the berm and down the steep embankment as more riders kept adding to the pile of bikes and bodies. Miraculously, nobody was hurt beyond bruises and cuts and all the bikes re-started, except Lackey's. The shock and frame were bent. If it weren't for bad luck, Brad wouldn't be having any.

Ake kept moving, right past Karsmakers, and went after Roger who already had six-eight seconds lead. Adolf with an unprotected face set in grim determination closed on Pierre, still looking for the right place to pass; closing a few feet every lap by traveling a shorter distance at a slower speed. Four laps after beginning his attack, the wise German went past Karsmakers.

Then Gerrit got past him; then Van Velthoven. The Honda's frame was cracking up. It eventually flexed to the point of tossing the chain and Pierre retired.

Adolf kept the pressure on Ake, finally getting into second place as the 40 minutes ran out. Only Bengt Aberg was still doing any passing by the end of the heat. His renovated Bul carried him up to fifth. There was no touching Roger. His lap times were consistently 2:14 and 2:15 on a track that had deteriorated even more. He had a 17 second lead over Adolf but Adolf had the overall victory. Roger's comment: "I finally won one."

## Results

MOTO ONE: 1. Adolf Weil (Mai) Ger. 2. Gerrit Wolsink (Suz) Neth. 3. Herbert Schmitz (Puch). Germ. 4. Willi Bauer (KTM) Ger. 5. Roger DeCoster (Suz) Belg. 6. Pierre Karsmakers (Hon) USA. 7. Vic Allan (CCM) U.K. 8. Alberto Angiolini (Mai) Ital. 9. Viktor Khudiakov (CZ) USSR. 10. Bengt Aberg (Bul) Swed.  
MOTO TWO: 1. Roger DeCoster (Suz) Belg. 2. Adolf Weil (Mai) Ger. 3. Ake Jonsson (Mai) Swed. 4. Gerrit Wolsink (Suz) Neth. 5. Bengt Aberg (Bul) Swed. 6. Daniel Pean (Mai) Fran. 7. Jaak Van Velthoven (KTM) Belg. 8. Alberto Angiolini (Mai) Ital. 9. Christer Hammargren (Kaw). Swed. 10. Arne Lindfors (Hus) Swed.



# Spanish 250 GP

## One race doesn't make a season, but...

By John Huetter

SABADELL-TARASA, SPAIN, APRIL 4

With two fierce come-from-behind rides, Finn Heikki Mikkola gave substance to the previously skeletal threat he posed to the

250cc World Championship. His 1-1 finishes for the maximum 30 GP points came at the expense of Swede Thorlief Hansen (Kaw), the last Japanese-sponsored rider in the 250cc championship GPs. Jim Pomeroy finished third overall.

Thorlief Hansen had commented over pre-race coffee that he had a fast bike. Indeed, the works 250 Kawasaki (with a green nine-liter fuel tank oddly reminiscent of a 903cc Z-1) looked impressive. He demonstrated its capabilities along with his own by blasting into the first turn in third, behind Hans Maisch (Mai) and Jim Pomeroy (Bul) and out of the first lap in first position. Pomeroy had gotten an excellent start on a Bultaco finished only the night before. He believed it might be under-powered. It was definitely the heaviest factory bike.

Mikkola had arrived at the first hairpin slightly back in fourth place but passed Jim on the first lap to move into third. Two laps later, Heikki had passed Maisch and Hakan Andersson, on a largely unproven Montesa, had moved up behind Jim. Thorlief, meanwhile,

was stretching out a lead at a pace that seemed uncatchable. His bike absolutely flew, grabbing traction two or three times on the steep, bumpy uphill and flying almost into the next corner from every jump — thumping down on the front wheel most of the time.

Hans Maisch passed Heikki back one lap later. Harry Everts (Duc), reigning World Champion, started moving up from a poor start. Daniel Pean (Mai), the most competitive Frenchman in GPs, moved up behind Pomeroy and Andersson while Gunnady Moisseer scrapped over seventh with Vladimir Kavinov, the new member of the 250cc KTM team (and something of a Soviet mystery to many riders and GP followers).

The gap between the first five of Hansen-Maisch-Mikkola-Pomeroy-Andersson grew as the rest of the 42 starters began getting lapped. Jim was doing a good job of holding off Hakan even as Moisseev started dropping back. Mikkola used an inside line to re-pass Maisch and Pomeroy started to close on the German. Hans was one of the many "pilotes" who had missed most of his

(Continued on page 30)

Heikki, the wolf, chewed up the wide open Spanish GP.



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# Steady tortoises Triumph hampered hares

## AFM Six-hour

By John D. Ulrich

ONTARIO, CAL., APRIL 18

The fastest bikes and riders usually win motorcycle road races, but in the AFM six-hour endurance race at Ontario Motor Speedway Sun-

day, it was the steadiest who Triumphed. Steve Mallonee and David Breetwor rode an 118-mile-per-hour Triumph 750 to win the race by four laps over the team of Wes Cooley, Jr. and Mike Parriott, on a 150-mile-per-hour Yoshimura Kawasaki 1,000cc Z-1. Cooley and Parriott both turned 2:14 on the 3.19 road course, compared to a best lap time for the winning Triumph of 2:23.

But in spite of the faster times and speeds, in spite of Cooley leading by 25 seconds on the third lap, and one and one half minutes on the 30th lap, the Triumph team won. That's the way it went in most cases — the fastest gave way to the steadiest. Cooley's Z-1 sprung an oil cooler leak that ended up costing him two pit stops, five laps, and 21 places before it sorted out. Finally his mechanics bypassed the cooler, and overheating hampered Cooley and Parriott in their charge toward second place. Later, a broken rear brake stay arm further complicated things.

The winning Triumph was built by Dave Peterman of "Mr. Jags," a car dealership. Peterman also entered a 1,000cc Triumph Trident, ridden by Dick Fuller and Jim Haberlin. The pair were second overall off the starting grid, and led after Cooley started having problems. Still leading at the five and one half-hour mark, the bike split a cylinder. Mallonee inherited the lead, and Fuller pushed across the finish line half-an-hour later.

"I brought the 1,000cc to see what would break," said Peterman. "I didn't think it would last an hour, but it lasted five and one half hours. Just wait until Laguna Seca."

"It's an easy bike to ride, and a hard bike to push," said Fuller.

Roger Hagie and Martin Carney won last year's six-hour race with a stock Kawasaki Z-1. They came close this year, third overall, on the same lap as Cooley and Parriott. A flat tire early in the race cost them several laps.

Lance Weil and Tony Murphy moved up from fourth to first overall late in the race. But with Weil riding, their Laverada SF750 sprung a countershaft seal leak, lubing the rear tire just three laps from victory in a 149-lap race. Weil pushed across the line.

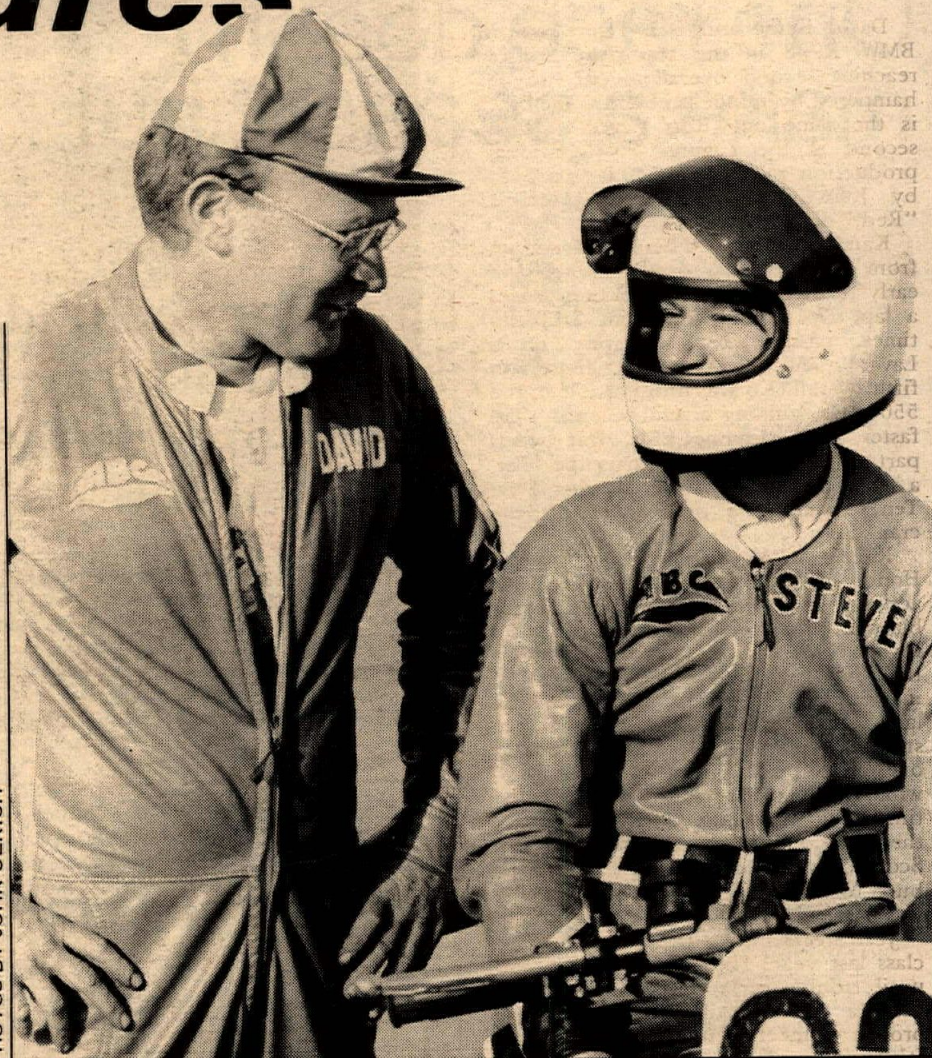
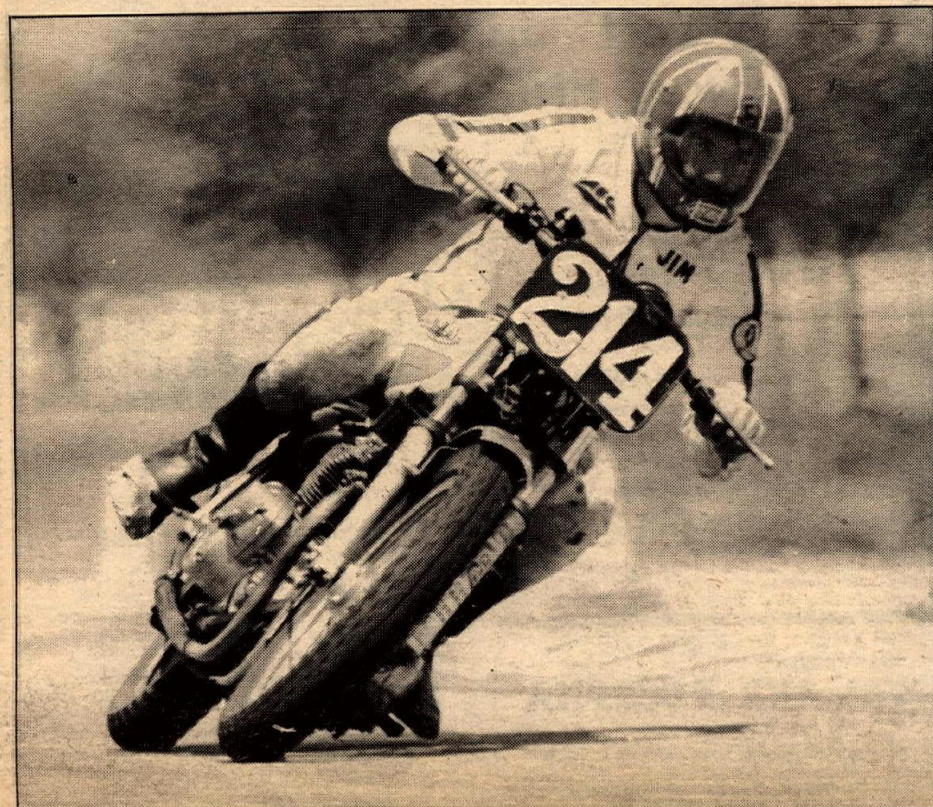
For many of the 73 teams entered, the race turned into a tale of woe.

In practice before the race, Dale Alexander of Dale-Starr sent Mike Doyle out on the *Cycle World* Yvon Duhamel Kawasaki. The practice session was to see if Doyle could possibly replace David Aldana, who didn't show up for the race as planned. But Doyle, used to racing a Honda 500, entered the banked first turn too fast on his first full practice lap. He survived a horrendous speed-wobble-induced crash that sent the motorcycle into the banking wall and then careening down the track, trailing a river of oil.

That left the team of D. Randolph Riggs, Alexander, and Mike Devlin with one Dale-Starr Z-1 to ride. The trio did well until the alternator cover was ground through and the bike lost oil, forcing an early retirement.

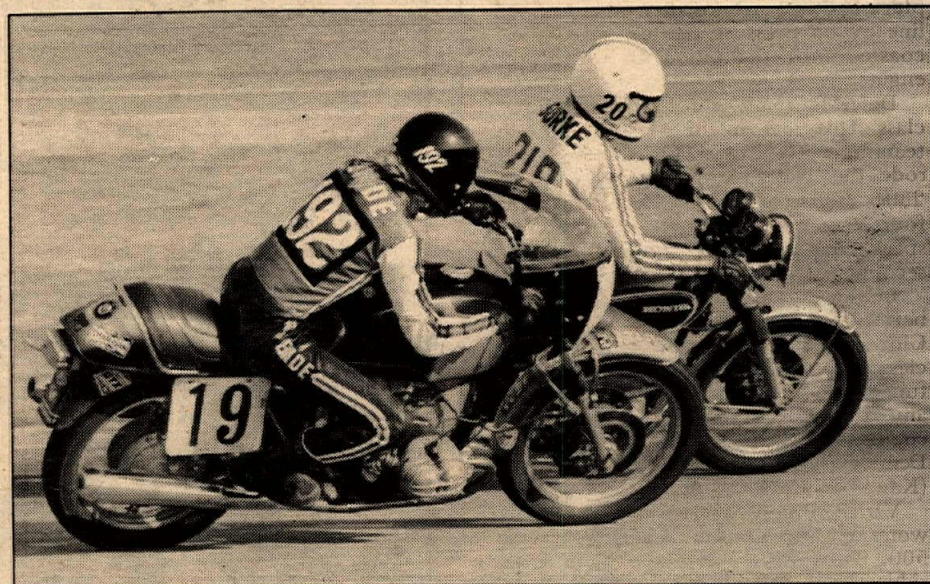
Ron Gill was fifth overall, then fourth on a Z-1 in the early stages of the race. But Gill and teammate Leland Nakagawa lost time when the fuel petcock fell out of the bike's gas tank out on the course.

Backside alumnus Jim Haberlin on the white 1000cc Triumph. Yes, Virginia, it IS "production". Apparently there were enough 1000cc kits made to qualify.



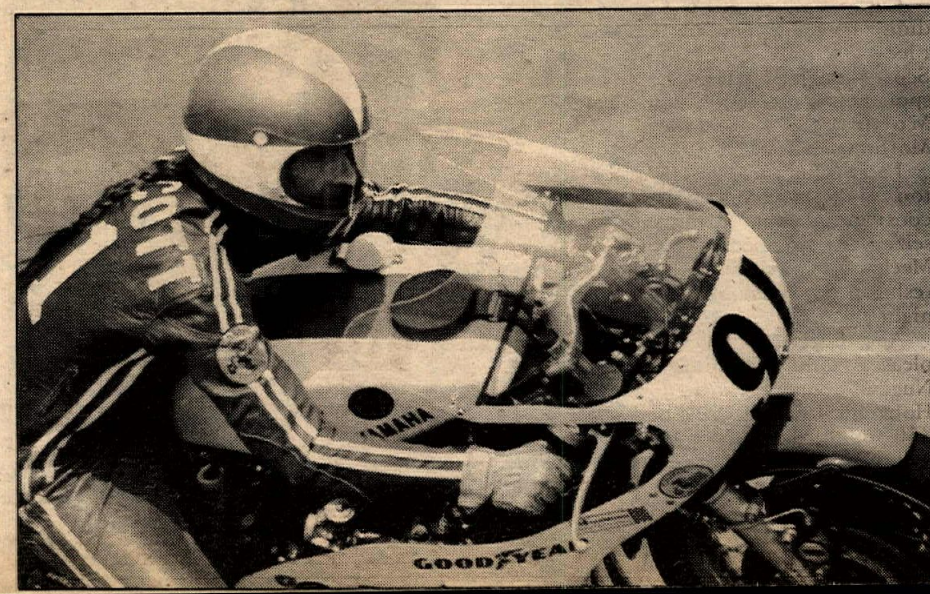
PHOTOS BY JOHN ULRICH

"Triumphant" winners Dave Breetwor (left) and Steve Mallonee (right) with the Jag's Triumph. Neither rich nor famous, but happy.



Dave Emde slips on by as AFM prez Kevin Burke (outside) holds what he's got.

Bob Endicott won Saturday's Open GP Sprint. Full Saturday sprint results pending.





David Emde and Bob Tigert rode a BMW R90S in the top five — once reaching second overall — only to be hampered by minor problems. The bike is the same one Ron Pierce rode to second at the Laguna Seca National production race last year. It was built by John Kokinos and his sidekick, "Red," of Bakersfield.

Kaming Ko pushed his 550 Honda up from a fourth-row start through the early traffic. Gaining five and ten places a lap, Ko turned consistent 2:20 lap times, passing Tony Murphy on a Laverda 750, and installing himself in fifth overall. Ko was untouchable in the 550 class, running several seconds a lap faster than anyone else. But when partner Rex Jensen took over the bike, a connecting rod broke entering Turn Ten, knocking a gaping hole in the crankcase.

Riding a Yoshima Racing Service Honda 400 in the 550 class (the bike actually displaces 458cc), Pat Eagan blasted away from a start on the same row as Ko. Eagan was seventh overall on the first lap, surrounded by 1,000cc machines. He fell back in place as the larger bikes reached the straight, but still ran second 550cc. Unfortunately one of his riding partners crashed — while leading the class with 2:24 lap times after Ko's bike blew up — during the second hour. Bob Crossman and Scott Clough then led the 550cc class, but Crossman was rammed by a rider he was lapping.

Jeff Steele and Ed Unini won the 750 class last year. They did well this year until trouble surfaced — a wire short, then a broken oil cooler, finally a broken connecting rod in the last hour. It's just as well that the connecting rod broke. They had plugged the lines leading to the removed oil cooler with spark plugs safety-wire in. One of the plugs had been almost forced out of the line by oil pressure by the time Steele coasted into the pits with the blown engine.

Dale McCreary won last year's 350cc class. This year, in the 410cc class with teammate Whitney Blakeslee (who rode the Wally Karpynec to win the 250cc class last year), McCreary had four seizures, a dead battery, and a lost spark plug cap. The team still finished second 410cc, eighth overall.

But for other teams the race was better than they were expected. John Glover and Clay Rice won the 410cc class with 2:21 lap times on an RD350 tuned by T.J. Rice. They didn't have any problems during the race, and ended up sixth overall, just behind Dennis David and Randy Davis (Kawasaki 900).

Vance Breese and Jeff Loughridge won the 550cc class with a stock Honda 500. Breese was overjoyed. "I've never ridden a Japanese bike before. They want to crash so bad, it scared me," he said. (Breese is known for his 500cc BSA Victor, with which he does well at Sears Point.)

Curt Rellick and Gary Saunders didn't have any trouble, either, winning the 250cc class with a Scott-Clough-prepared engine and list of sponsors — ND plugs, Engineered Motorcycle Products, Sunarise Motorcycles.

Larry Lim and Art Friedman did well too — second 250 — especially considering that their Can-Am had seized during a sprint race on Saturday. Mechanic John Stein used a file to reshape the damaged piston Saturday night.

And Chris Nugent had plenty to be pleased with. Riding his first road race, Nugent teamed up with Mark Holmchick on his girlfriend's stock RD 350 for third in 410cc class. That's not half bad. Of course, Holmchick's riding helped — he turned a 2:25 on the stocker.

Results whenever AFM figures them out once and for all.

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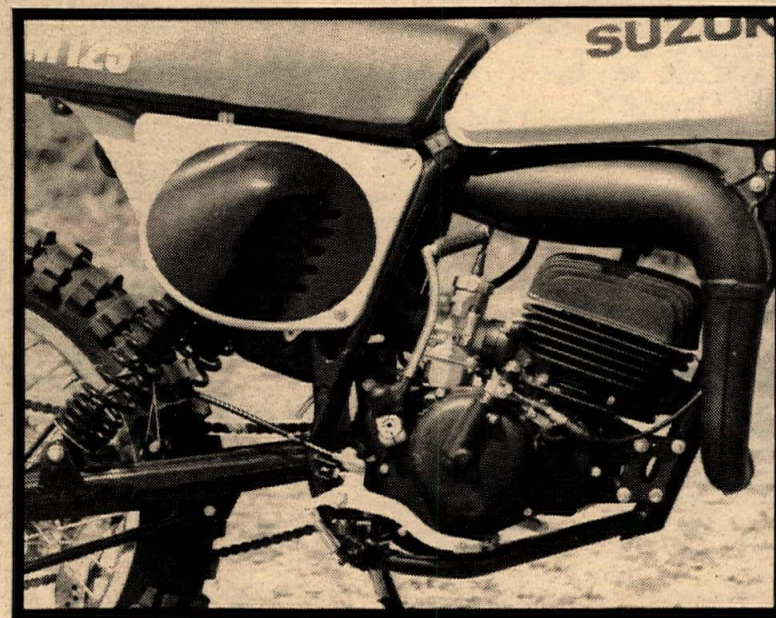
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# RM125A

# SUZUKI SNAPS BACK WITH A VENGEANCE

By John Huetter and Gary Hymes



IT'S ALMOST LIKE the powers that be at Hamamatsu were sitting back waiting to see if the motorcycle-buying public really *wanted* production replicas of the Suzuki works racers. Could there really be any doubt in their minds that they could sell lots of production bikes patterned after the light, powerful machines that carried Roger DeCoster, Joel Robert, and Gaston Rahier to a total of eight world titles?

They got their feet wet in serious production motocross racing last year with the first of the RM series bikes: the 125 "M" model. Then the surprises of the RM250 and RM370 quickly followed. With their first 125cc World Championship in pocket, Suzuki decided not to wait several years to build a production version of Gaston Rahier's RA75 123cc terror. At the end of March, representatives of the U.S. moto-press were invited to come race this new 125 on the American Grand Prix course at Carlsbad, California. The machine revealed there, designated RM125A, just impressed the hell out of everybody.

Essentially, Suzuki has taken several pages from the design notebook of the RM works bike and used many of the same, or same type, heavier and better quality components from the bigger RMs to build the all-new RM125A. It has little in common with either previous TM Suzukis or the prior RM except name and color.

The frame material has been transformed from mild steel to thin wall chrome moly steel which results in a lighter, more rigid chassis. The front suspension now has a full 200mm of travel (nearly eight inches) with larger diameter forks similar in tube size to the RM250. The offset front axle is not necessary with this length fork. At the rear there is a new swingarm and Kayaba nitrogen/fluid dampers canted to the lower mounts at 45 degrees. Rear axle travel now goes a shade over eight inches (212mm).

The engine retains six transfer ports but gains the crankcase reed valve found on the big RMs. The intake configuration of the transfers has been altered, however. There is now only one bridge on each side at the lower

end which allows a greater uninterrupted area to suck up the charge. Suzuki claims this design improves low- and mid-range torque characteristics. Riding the "A" model bears this out as it has a mid-range that will be the envy of any 125 owner without such an engine. The cylinder head has been redesigned with the sparkplug offset to the squish dome and thereby angled into the cool air stream. There is a larger 32mm Mikuni carb with a bigger oiled foam aircleaner to match.

Other engine changes: The piston crown has been relieved slightly around the edges for better transfer port flow; piston pin size is increased from a nominal 14mm to 16mm. The "A" piston also uses thinner rings than the "M" series.

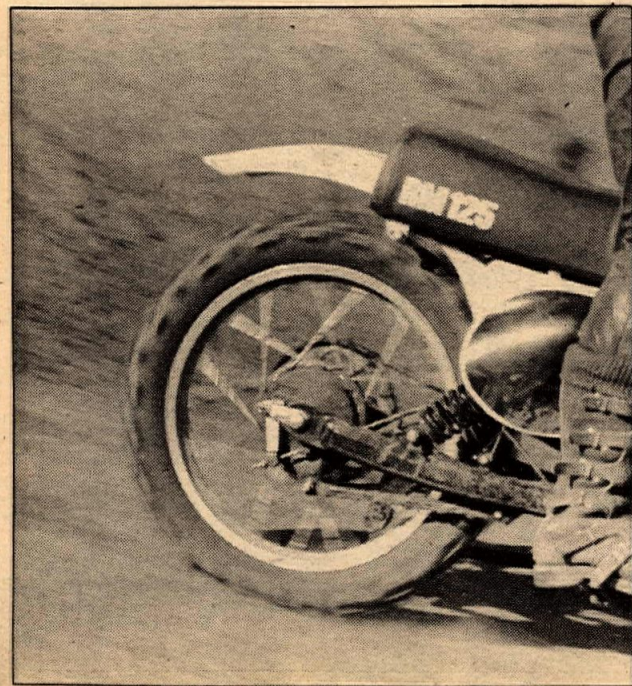
It all comes together on the course. The new RM handles very well, with a feel and stability over the rough more characteristic of a 250. It turns quicker than the old RM without ever being twitchy. On top of that, it seems to be more stable in a slide around a smooth sweeper. Most 125s have to be bulldogged through a slide because of power fluctuations as the attitude and rear wheel traction change. The RM "A" didn't. It feels like a big bike, not a toy, with surprising solidity. Some of this is attributable to the rigid chrome moly chassis and longer 55-inch wheelbase. Some of it is no doubt due to the smoothed out power delivery of the engine.

The engine seems to have two powerbands. It had more mid-range power than any 125 ridden to date. When it came on the pipe, it pulled right away in each gear and very strongly. You could actually short shift it for the most rapid exit from turns, which is a neat trick with a 125 — often an impossible one. It is peaky in the sense that the top end power comes with another noticeable surge and the RM will make horsepower up to 11,000 RPM. They do recommend new rings after every two race meets and a new piston after every five. The powerband made it easy to ride even if you don't normally go for 125 racers all that much.

The six-speed gearbox is well-matched to the power output and another new item on the "A" model. (Incidentally, the works RA76 is also running a six-speed box now.)

The only handling problem encountered was a tendency of the front fork to pump up and hydraulic lock under extreme load, such as the series of bumps at the bottom of the Carlsbad downhill. Front end behavior in turns and virtually all other course conditions was hard to fault, however. Quick and effective fork fixes have already been developed for the big RMs. No doubt the same approach will resolve the

Look twice (top rt.). Very little on engine unit interchanges with earlier RM. Below, fearless tester checks rear travel. Chassis diagram(opp.) has 1975 specs in parentheses for comparison. And—YaHOO! Forgiving lil' devil...



PHOTOS BY K.C. BRINTNALL AND LANE CAMPBELL



only handling flaw discovered in the 125. At the rear, the same big Kayaba nitrogen-charged dampers as found on the 250 and 370 do a super job. They are wound with a single progressive wind spring and actually work better than the same shocks do on the big bikes. You simply don't feel the rear end as it travels through that eight inch arc.

There are some other detail refinements that contribute to the first class overall package. Port timing has been changed from the "M" model to increase torque output in the mid-range. The pointless electronic ignition gave easy starts and strong spark even at low RPM. To accompany the new six-speed transmission, the shift mechanism has actually been made beefier and more reliable. It is now gear-actuated rather than a pin and dowel design. Very light, progressive clutch feel

belies the fact that the clutch was strengthened with an extra set of plates. Engine cases and countershaft sprocket cover are still cast in magnesium. Suzuki does not include a chain tensioner to handle the two inches of necessary drive chain slack (only a roller guide) but there was no functional problem.

Styling is now purely functional. Suzuki has gotten away from the knick-knack and doo-dad approach of their recent past and started building some impressive looking motocrossers as they've followed the architectural precept that form follows function. The only possibly gimmicky item is the slots in the side number panels intended to allow a stream of cool air to reach the shock bodies and carry the heat away. They probably aren't really necessary but are, at least, intended to make the suspension work well longer.

The new RM125A is, frankly, surprisingly good. It has taken all the best points of Gaston Rahier's Championship machine (except for the thousands of dollars of titanium used to lighten his) and brought them together in a tidy package for production.

Said our rapid 250cc class Expert, "I never thought I'd race 125s again. Now, I don't know . . ."



## Specifications

### DIMENSIONS AND WEIGHT

|                             |               |
|-----------------------------|---------------|
| Wheelbase                   | 54.9 in.      |
| Ground clearance            | 10.4 in.      |
| Dry weight                  | 190 lbs.      |
| Bore                        | 56mm          |
| Stroke                      | 50mm          |
| Piston displacement         | 123cc         |
| Corrected compression ratio | 7.6:1         |
| Carburetor                  | MIKUNI VM32SS |
| Starter system              | Primary kick  |
| Primary reduction           | 63/17         |
| Final reduction             | 57/14         |
| Gear ratios, Low            | 28/12         |
| 2nd                         | 28/16         |
| 3rd                         | 24/17         |
| 4th                         | 25/21         |
| 5th                         | 23/22         |
| Top                         | 22/23         |

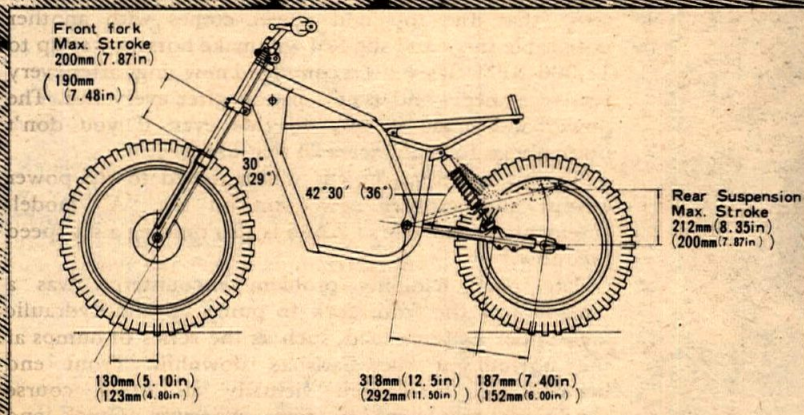
### CHASSIS

|                 |             |
|-----------------|-------------|
| Front travel    | 7.87 in.    |
| Rear travel     | 8.35 in.    |
| Rake            | 30 degrees  |
| Trail           | 5.1 in.     |
| Front tire size | 3.00-21-4PR |
| Rear tire size  | 4.10-18-4PR |

### CAPACITIES

|                               |                   |
|-------------------------------|-------------------|
| Fuel tank                     | 6.0 lit (1.6 gal) |
| Fork oil                      | 223cc (7.5 oz)    |
| Transmission oil              | 800cc (1.7 pt)    |
| Suggested retail (West Coast) | \$995             |

The specifications are subject to change without notice.





# Desert hotline

## Lost Coyotes & Buzzards Dual European Scrams

By Terry Rezek and J. Kinnaman

TEAGLE WASH, CAL., APRIL 17

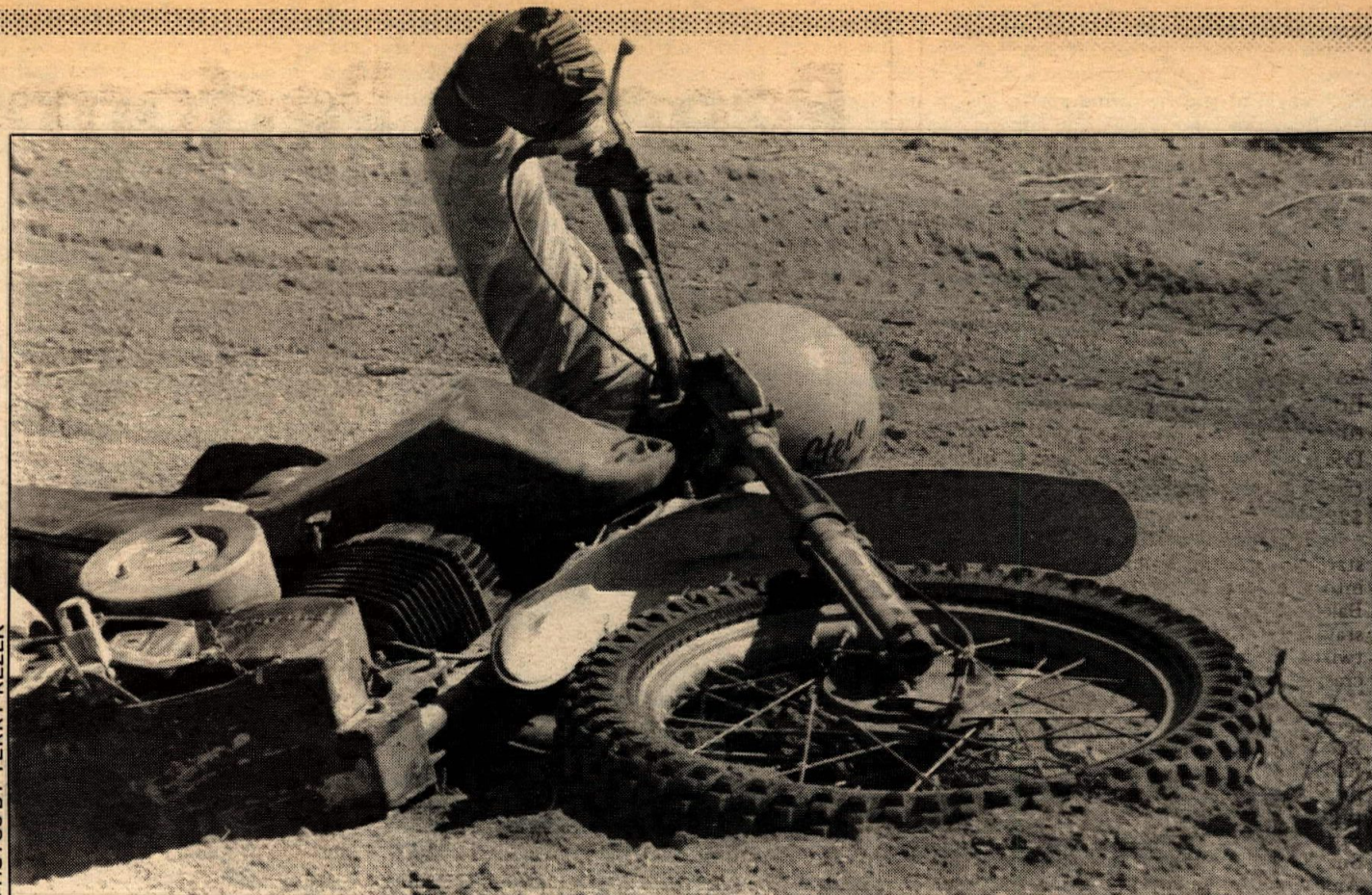
After five days of rain, hail and snow in the mountains through which the courses were to run, followed by high winds that broke the wind gauge in California City at 65 mph, race day dawned bright and clear with just enough wind to blow away the dust. It was almost miraculous, maybe being the day before Easter had something to do with it.

With 10 races going on in a five hour period, over two courses simultaneously, trying to report or even spectate coherently is almost impossible. One of the first races on the schedule was the Open Amateur/Expert. The eight mile course started with a choppy cross-country run culminating in a very short but breath-taking downhill. Jim Summers cut the turn at the top a little short and took an unplanned trip down the face of a rock cliff. In a brilliant display of high-speed trials riding, Jim managed to "Sammy Miller" down the rocks and arrived at the bottom astride the bike and still moving. He picked his line more carefully on the next lap.

In that same race, Bob Massey had the early lead to the halfway point but was not destined to see the finisher's list. A. C. Bakken had the lead on the second lap, but somewhere in the wall-riding canyon that followed the downhill or the long, curvy fireroad that followed that, A. C. retired and Dean Modesett continued on for the win. Keith Hart and Jeff Kirk followed Dean in for second and third. Tom Bullock was first Amateur at eighth overall.

The Open Novice was going on at the same time. Ed Winn rode wire to wire to a well-deserved first.

At the start of the 175 Amateur/Expert affair, it was Bob Rutten first to the tight, uphill



PHOTOS BY TERRY REZEK

Stephen Braun takes an unexpected rest stop at the Dual EuroScrams.

sandwash, but Bob broke again, and the race went to steady Max Eddy with James Brown taking second.

On the Novice course, Scott McConnekey and Rusty Blake were furiously swapping the lead with Scott finally prevailing. The Novice course featured a lot of crosscountry travel with a little ridge-running and one narrow downhill canyon. Not much room to pass except for about a quarter mile of sandy road on the back of the course. A special mention, and a trophy, the Coyotes tell me, for 10-year-old Brian Griewe, the youngest finisher!

The Women's Division took to the Novice course and Trudy Beck rode her usual smooth race to take a solid first with Dawn Grant second.

The Senior Division had their moments of glory on the

Amateur/Expert course and no stranger to glory is Art Knapp who dominated the Senior Division as he has so many others.

The Coyotes and the Buzzards combined forces to produce what may be a first and was certainly unusual. A trophy presentation for a desert event on the night of the event! It took a lot of effort from some very devoted people to do all that scoring by hand in time for a presentation at 8 p.m. that same night. If you weren't interested in the trophy, they handed out free beer to keep you around.

The kids weren't forgotten either. Since the next day was Easter, the clubs got together again and held an Easter Egg hunt in the desert for those kids whose parents stayed over. It was a happy ending to a happy weekend in the desert.

Good ol' Dad. The ultimate pit crew.



### Buzzards

In the Buzzards first race of the day, Larry Roesler surged to an early lead and held it consistently to the finish. "It was a good European Scrambles course, a riders' course, a lot of variety," he later commented. Somewhere on the second loop, Brent Wallingsford moved into second and maintained his position through the remainder of the race.

At high noon the banner dropped for the Heavyweight Division. A.C. Bakken swept past the pack to hold a narrow lead on Bob Massey, staying ahead of him until the bike seized. Massey took over the lead to finish first on a borrowed CZ. The win was especially noteworthy since Massey had his gas off when the banner dropped at the start.

In the Lightweight Division II, Bob Rutten grabbed an early lead to take first, with D.C. Williams coming in second. Dean Modesett overcame the disadvantage of being last off the start to finish third.

The Trailbike class stayed in A-B-C order from the first loop to the finish. Chuck Cartledge stretched out his lead on Charlie Hamill Jr., who made an unusual appearance on a Yamaha. Kelsey finished third, maintaining a steady pace throughout.

In the Women and Senior event, Art Knapp took the Senior victory with George Walker flying into the finish to take second overall and first 250. Trudy Beck triumphed over the Powder Puffs, and was very enthusiastic about the course.

The event-filled day showed some hard work by the Buzzards, who locked themselves in after the races to furiously compile and determine the results for the trophy presentation held later that evening. The course featured good variety and favorable comments were

Jamie Avels snubbs the sneezeweed on his way to second honors at DRA Greasewood Derby.



DALE BROWN



heard by the riders, who found both the course and the competition a challenge. Results in Results Section.

## Balentine's back

By Dale Brown

CALIFORNIA CITY, CAL., APR 17  
Bob Balentine (400 KTM) returned from a layoff to easily win DRA's 93-mile Greasewood Derby triple hare scrambles, taking home \$225 in prize money.

Bill Conroy, making his first DRA start in '76, took a new 400 Moto Villa into the lead at the smokebomb with Balentine a few feet behind. Conroy stayed in front until the course hit a twisty fireroad when he missed a turn crashing hard, injuring his arm.

Tom Kelly (125 Yam) moved into second, less than a minute behind Balentine. At the end of the first loop, Balentine and Kelly were through the pits and past the bomb before third-place Kim McKean (400 Hus) came into the pits. Monty Lee (250 Suz) was in fourth and leading the Amateur contingent.

By the end of the second loop, Balentine had increased his lead over Kelly, who was way in front of third. Third had been taken by Lee, but Jamie Avels (400 Yam) was up there to challenge. McKean was now in fifth with Morgan Malocco on the move after a mediocre start.

While Balentine had an uneventful third loop, positions behind him were undergoing radical change. Lee killed his engine in a pit stop and it never started again. Kelly crashed trying to avoid a slower rider, got up, tried to free a stuck carb slide, got dirt into it and then fouled a plug a few miles later. After he got that fixed, his front brake cable snagged and another crash resulted.

Malocco, riding Wayne Garrett's 500 Yamaha thumper for the first time in his life, moved past McKean and started racing with Avels. The pair moved up to second and third on Kelly's mishaps. About two miles from the finish, they were about dead even on a fifth-gear trail. Coming up to some bad bumps, Malocco was unsure of his suspension and backed off. Avels didn't and took second. Behind Malocco came Kelly, in for fourth and first small-bore even after all the third-loop hassles.

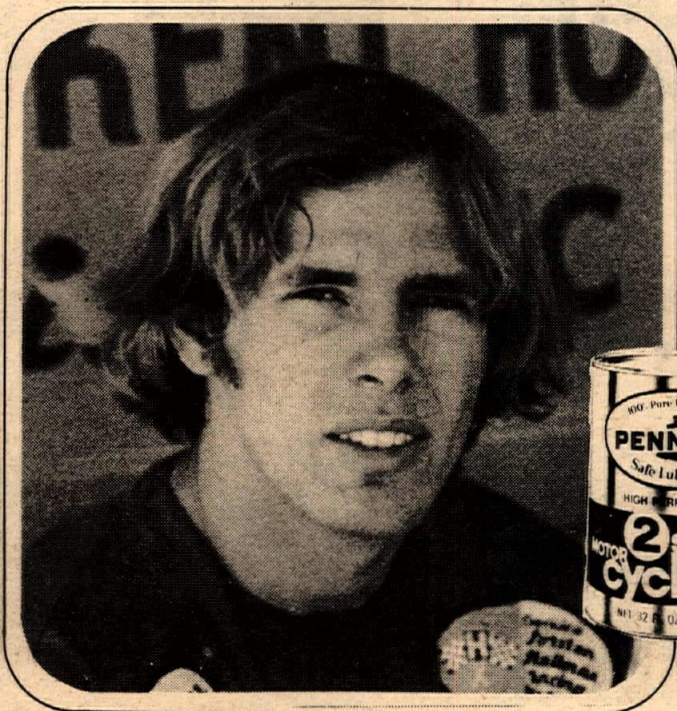
Neal Crane (250 Yam) took over the Amateur lead and held it to finish fifth, and first 250. Gus Paull (400 Yam) had one of his best rides finishing sixth and first Senior Expert. Doug Posson (250 Yam) had run second in the 250 Amateur class all day. Jeff Lambson (125 Yam) and Lee Wilson III (175 Hus) completed the top three small-bore Experts at eighth and ninth. Tony Harris (300 Yam) was the first Open Amateur, finishing at tenth. McKean, slowed by a rear flat, finished 11th, and Dean Miller (Yam) took first 250 Expert at 12th.

Novice Ron Smith (250 Yam) had a poor start, but still showed up in third among his peers on the first loop. But when he stopped for gas on the second loop, his crew shocked him by telling him he was first. At the end of the third loop he was still in the lead and won over Paul Ingels (400 Yam) and Ronald Adolph (400 Hus). Steve Grenke (125 Yam) triumphed over the small-bores, while Michelle Griffin (175 Hus) won over the truckload of bad luck suffered this year and took the Novice Powder Puff class.

The Beginner race turned out to be a family affair. The Pritchett family to be exact. Willis Pritchett (400 Yam) took the lead on the first loop, while his 13-year-old son Darren (125 Yam) was in second. The elder Pritchett dropped back with problems of some sort and Darren won handily. Willis finished fourth, the last Beginner to make all three loops. Gary Corn (400 Yam) and Mike Gaines (360 Hus) were sandwiched in for second and third.

Results in Results Section.

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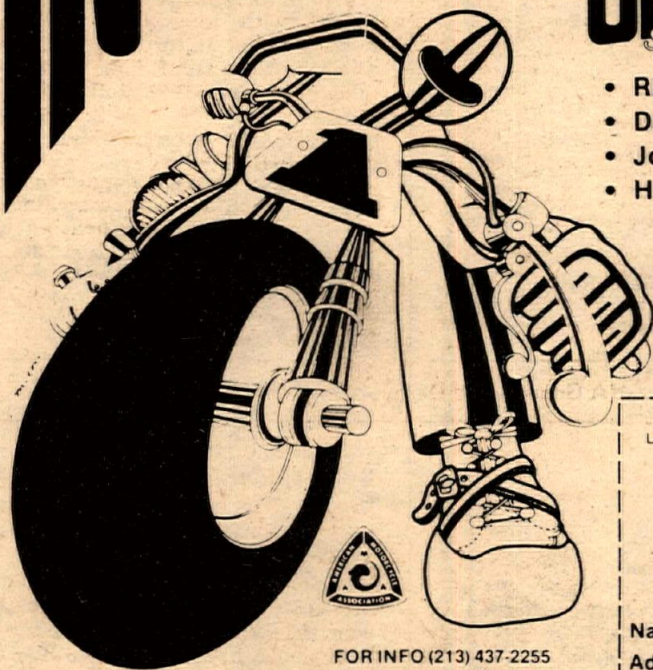
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# Western hotline

## Bicentennial Easter MX

By Joel Jamieson

ORANGE, CAL., APRIL 18

Ron Turner, Jeff Jennings, and Jon Derhammer all kicked off the Bicentennial Easter Sunday in fine style, hooking 125, 250, and 500 Pro wins respectively.

Ron Turner, a former Suzuki R & D rider, now mounted on one mighty quick T & M Honda, grabbed the \$115 one-two-five victory with superb 1-1 rides. Dave Taylor shoved his Pasadena Honda into the lead the first moto and was opening up some day-light on the field till a chain that refused to behave put the Irwindale King out of the running. Turner took over from there with Mark Tyer, Marty Moates, Gary Denton, and Dave Williams all wishing they were up front.

Ron really deserved his second moto win. The lively racer had some very hot duels with Davy Carlson and his Franks for second spot, and after he zapped Davy he aimed his Honda toward the leader. Mark Tyer was pushin' his DG mount hard, riding the track for all it was worth, in an effort to escape Turner's sights. Turner pressured Mark hard for three laps and then put the move on him.

Suzuki's new found hot talent, Jeff Jennings, put smiles on the faces of all the Japanese moto folks by roosting on the 250 Pros. Jeff collected on moto one after the lead was shuffled between Derhammer, Gary Jones, and himself. Jeff more or less had the second race to himself, with Morris Molone and Warren Reid going at it for second. Reid was riding a 125 FMF Honda, which some thought to be a 185, but some inside sources revealed it was a 125 indeed, ported to the max by Emler and his squadron of porters.

Results in Results Section.

## Jorgy two for two

By Maureen Lee

GARDENA, CAL., APRIL 26

Bultaco and Norton shared the winner's circle Friday night. The Bul, ridden by Eddie Lawson, broke the stranglehold Yamaha has had on the Novice class for years. And Alex Jorgensen with the Ron Woods Norton came down from Stockton a second time this year and won the combined Junior/Expert Main with a beautiful well-planned ride.

There were 11 Experts but in time trials only one made the Trophy Dash, Steve Eklund (Yam) with 22.94. The other three fastest were those super Juniors Eric Gifford (Tri) 23.02, Craig Armstrong (H-D) 23.08 and Steve Fortune (Yam) 23.14.

Dan Mullins (Yam) led off the first (and fastest, 2:00.60) Novice heat but Lawson almost immediately took over. Second heat was slowest by five seconds as some of the riders got into a bumping session right off the line. Elbows were flying, but Tim Melancon (Kaw) and Geoff Lowe (Yam) made it through.

Heat three, Mike Devlin (Yam) was leading but right behind were Dale Reed and Eric Engen. Engen tried Reed on the outside of turn four and found it wouldn't work, going down in the process, while Reed went on for his direct transfer. Heat four paired hotshoes Tim McWhorter (Yam) and Don "T-Bone" Grigsby (Yam) but it was Terry Statum who took the lead. McWhorter followed with Grigsby in third. Statum slid out all by himself leaving McWhorter and Grigsby one-two.

Junior and Experts were combined in five heats, one direct transfer only. Heat one, Steve Eklund (Yam) led off, but



JOEL JAMIESON

Sixteen year old Jeff Jennings splashes a S

Pat Guthrie (Tri) went low and into the lead with Ted Davidson (Yam) coming very hard and ending third. Heat two Alex Jorgensen got them all by going around the outside of turn one. Gifford came up to challenge and both of them overslid with Terry Dorsch (H-D) right behind to pick them off for the win.

Terry Griner was leading heat three when he lost power coming out of turn four and ended up against the wall, leaving Scott Pearson (H-D) to run away with it.

The Junior/Expert Trophy Dash was cancelled and the dash was given to the Novice heat winners. They didn't

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term with fluid mobility as he shined on the 250 Pro's at CMC's Bicentennial MX.

Morrison — backing in.



DAN MAHONY

disappoint the crowd. Mike Devlin shot for the inside and the lead past Tim Melancon but Tim McWhorter gassed it and really had a drive going. It was no go though and he couldn't catch Devlin but Eddie Lawson came up for second. The Novice Main was Eddie Lawson from the start, the bike performing perfectly. Mike Devlin gave chase with Dan Mullins right after. As laps went down Don Grigsby broke out of the pack and started moving up. Devlin unloaded in turn four in a classic highside and then Mullins got off in turn three. Tim McWhorter was having bike problems and couldn't keep the pace.

Grigsby moved right along to second and the Novice point lead, with Wyatt Scroggins third and Dale Reed fourth. The big bikes roared off the line and it was Morrison leading, quickly passed by Scott Pearson, then Davidson, Eklund, Foster and Dorsch. A battle developed between Morrison and Davidson while Pat Guthrie had to retire around lap six with a single cylinder Triumph. Davidson moved to third while Jorgy fans were watching him and that magnificent Norton move right along toward the front from his last place starting position. Davidson went low under Morrison

and they were running side by side at times. Pearson overdid it but hung on somehow to third. And here came Jorgy! With five laps to go, he started picking them off. Many times it was a blanket race as neither Morrison and Davidson backed off. It was very busy out there! On the fourteenth lap Jorgensen went to the inside down the front chute and calmly passed Davidson into first. Down the back straight on that last lap Eklund took a run at Foster but couldn't quite do it for fourth. It was a race almost three seconds faster than last week's time.



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## Western hotline



MAUREEN LEE

Don Grigsby (1) casually slides into an Elsinore corner as Rex Hailey (86) and Steve Miller (3) set up to follow suit.

## CRC Treesweet \$1500 Bicentennial

By Ted Titmas

VALENCIA, CAL., APRIL 11

A \$1500 CRC purse understandably attracted Pros from all over California. The first race of interest, the Open Pro class, turned into a benefit for Will Harper on his Cole Bros. Maico. Harper's biggest challenge was CMC's number one hotshoe Bill Rubly (Mai).

After a first 250 Pro moto win by Jeff Vidic (Mai), Will Harper (Mai) and Eddie Cole (Bul) were determined to demote him in the second. Both riders' tasks were made a little easier when Vidic's engine lunched a rod. Cole grabbed the lead, followed by Turner (Hon) and Rubly (Mai) and he stretched it out hoping Harper would do no better than third. Harper was on the move after a poor start but when he got to second his progress stopped. Cole and Harper were tied with five points each, although Cole received the overall win based on second moto results.

Over 40 125 Pros were divided up into two divisions with a final consisting of the top 10 overall riders from both motos combined.

As the final 20 riders rolled to the line, spectators pushed to the fence. Mark Gambetta (Hon), with the inspiration of a \$250 win, grabbed the holeshot followed by Turner (Hon), Williams (Hon), McDougal (Hon), and Glover. Gambetta held out until the sixth lap, then he was passed by Turner and three laps later he was again passed on the back flat-out sandwash by Glover.

Generating some real excitement Broc Glover came out of the first corner in sixth place, really flying, and moved up with amazing speed. Turner with

such a large lead felt assured that it would be impossible to catch up. But he did, trying desperately to pass Turner in the second to last corner. He nearly succeeded but Turner was able to hold the gas on just a little longer, crossing the finish line by a wheel.

## Elsinore/ Riders TT

By Maureen Lee

ELSINORE, CAL., APRIL 11

A lot of District riders opted for a crack at the Stockton Mile leaving the Riders M.C. with a low

turn-out, but racing was good, as always.

Mini rider Steve Karsten (Kaw) was always running up front, but the engine soured on each moto, and quit altogether on the second. Chris Cannon (Yam) won with three straight, David Dove (Yam) was second with Dan Wendt (Yam) third.

Only nine 125s showed up, and the Hondas of Jim Strain and Danny Perkins emerged first and second over the rest of the Yamaha field. First moto, Perkins worked his way up through the pack to lead until Strain took over. Second moto, Perkins was again in traffic while Strain was smokin' 'em way out front. Last round again Strain led off, and it was Perkins

The CRC pack poses for an action portrait at the Dunes Bicentennial MX.



TED TITMAS



charging up through the gang for the second spot.

The 250 Junior/Expert go was wild and wooly. First round, Don Tortorelli (H-D) was riding like there was no tomorrow. On the last lap chasing Beeson he got real hairy coming around the back section, shot up the bank and ricocheted back down onto the track. Last round Don was leading again, but overcooked it on turn one as Allen and Zehner went by. After a couple more laps it was Allen, Tortorelli and Zehner. Beeson was back and moving fast but Tortorelli took the win.

The big boomers more or less formed a procession in the first moto of the 500 Open/Expert. Don "T-Bone" Grigsby (Yam) led, Rex Hailey (Yam) was second and Steve Miller on another Yammie third. The second round was livened up when Jerry Peters' Beezer caught fire on the starting line. It was saved fortunately without too much damage. Off they went again, T-Bone leading Hailey and the rest of the pack led by Miller. Last moto Grigsby and Miller really went at it while chasing Hailey, sliding inside and outside of each other, close enough to touch. T-Bone's winning streak ended when the bike let go and Miller took second with Mike Boyle (Suz) third.

Juniors were herded home by Jim Redding (Yam) in the first and third motos but a DNF in the second cost him the overall win. Pat Dobbins (Tri) got that with a 2-1-4, Wayne Melanson (Yam) was second.

In the 350/500 Novice/Junior go the two Juniors, Steve Tinsley (Bul) and Jim Bearup (Hon), motored away from the Novices. Tinsley especially was having fun, romping away up front first and second moto. District riders' congratulations go to Bearup and his new bride. Much happiness, Jim and Sherry!

Results in Results Section.

## Vidic, Bell victories at Irwindale

By Tom Blattler

IRWINDALE, CAL., APRIL 9

The 250 class was filled with Irwindale regulars including Jeff Vidic, Bill Rubly, Dave Carlson, Bill Chaplin and the addition of a new opponent, former CMC number one, Mike Bell.

In the first corner of the opening moto the stage was set for the unexpected. Vidic (Mai) took the holeshot followed by Rubly, Carlson and Chapin. Bell (Hus) suffered a poor start but made an astounding move in the first corner. As the rest of the field went high into the first turn, Bell pitched his machine down to the pole of the turn and passed four riders in the

Pat Delligatta rides to his last 125 Intermediate win at Irwindale. Expert ranks now.



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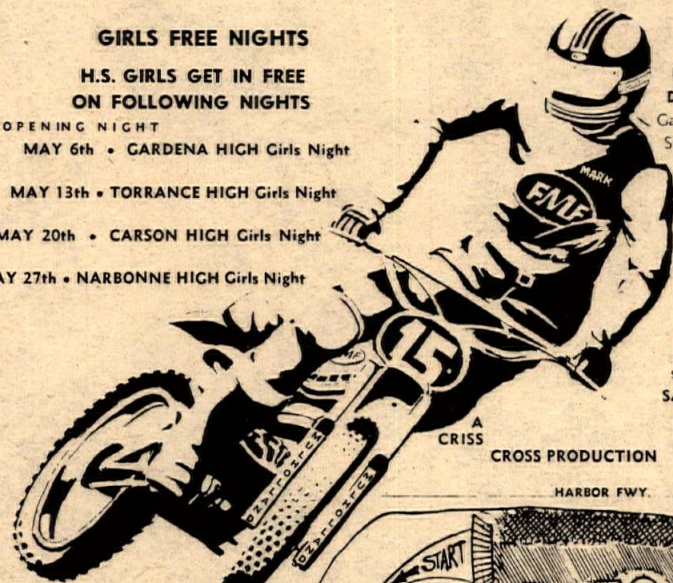
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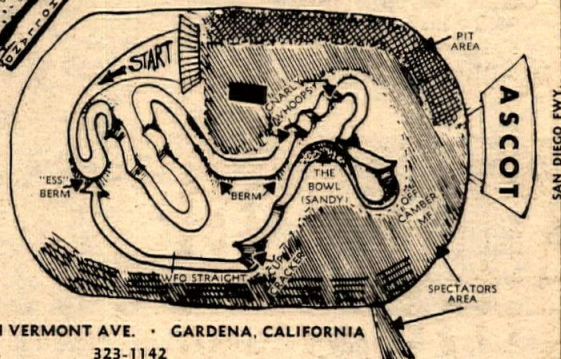
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# Western hotline



Carlson (F7) holeshots the Franda to one of two 125 Pro wins. No one could even come close. He pulled the same trick in the 250 Pro class, uncontested, twice.

process. Mike gassed his way to third behind Vidic and Rubly before he pulled off with bike trouble. Vidic easily scored the win when Rubly also suffered bike trouble with Bill settling for third behind Carlson (Mai).

In the second five-lapper, Vidic again jumped to the lead holding off the rest of the field for another easy win.

In the final round Carlson challenged Jeff late in the moto but couldn't cut it and left Vidic with a clean sweep win. Carlson finished second overall, Rubly third.

500 Pro Val Tamietti, aboard the Track'n Travel Maico, had plenty of competition with Rubly, Luke Messer (Mai), Jim Lowe (Hon), Dan Barnes (Suz), Ted Scruggs (Mai), Bob Elliott (Mai), and oh yes, that Bell kid was in the starting lineup also with the super-trick Long Beach Honda four-stroker. Rubly and Bell grabbed the top two spots however, Rubly got sideways with Bell trying to move underneath, resulting in both riders going down in front of the pack. Plenty of scrambling was going on, finally, everybody went around Bill and Mike and they too returned to action. There was an ensuing dog fight for the lead between Tamietti and Messer with Bell and Rubly moving into fourth and fifth respectively, challenging Barnes for third. Tamietti held off Messer for the win with Barnes holding on to third by a wheel over Bell.

The second moto had Rubly, the '75 CMC champion, topping current point leader Tamietti and '74 champ Bell at the finish.

The final round, Rubly let Messer move by into the lead midway through the five-lapper, and that move cost Bill the overall win. Luke took the win with Rubly second and Bell and Tamietti following. Tamietti's fourth gave him seven points overall to Rubly's eight markers and the overall win.

The 125 Pro class was back to the same routine with David "Bones" Taylor claiming all three motos and "King of the Hill" honors.

In the special four-stroke class, Bell easily took the win over Chris Gray, aboard a 410 Honda, and David Serais, on a 500 Yamaha.

Results in Results Section.

## AMC attacks Saddleback

By Danny Raymond

ORANGE, CA., APRIL 11

Jeff Eierstedt picked up a new Bultaco 370 and took it to an Open Pro win, edging out Maico mounted Steve Shipkey in the overall payline. Ivan Alexander (Mai) swept both 250 Pro motos with a 1-1 score. Steve's Cycle's Mark Marriott had his hands full with Tim Murphy, Russ Eide and John Layne during the 100 Expert competition.

100 Expert, Tim Murphy, in solitary confinement at AMC Saddleback.



DANNY RAYMOND

As the Open Pros stormed into the first turn Mark Rodman (Kaw) was leading, followed by Steve Shipkey, Steve Montaque and Bill Emery. While the pack thinned out Rodman held onto his lead, only to have his bike go sour. Shipkey inherited the lead momentarily, as Jeff Eierstedt came from near last to finally pass Shipkey for the moto win.

Shipkey opened the second moto by jumping into an early lead over Craig Adams (KTM) and Bill Emery. After Eierstedt made his move through the pack he quickly passed Shipkey for the lead. Steve Montaque did likewise and pulled into second. Shipkey held onto his important third, Craig Adams fourth.

Harry's Cycle's Tim Murphy looked quickest during the 100 Experts but a

fall in the first moto, while leading, gave Mark Marriott the win overall. Murphy went on to win the second moto but was held back by his third in the first moto.

Results in Results Section.

## Carlson two timer at Carlsbad

By Mike Yada

CARLSBAD, CAL., APRIL 11

Proving that he can handle a big bike as well as a screamer, Dave Carlson went home the victor in both the 250 and 125 Pro classes.

Robert Zingg came out on top of the 500 Pro class with his big RM.

Track and Travel's Val Tamietti (Mai) easily ran off with the first 500 Pro moto win but took a big spill on the downhill in the second moto letting Robert Zingg by to collect top cash.

Dave Carlson holeshot all four motos of the 250 and 125 Pro races, leading each from start to finish. He had little in the way of problems, with the exception of a broken handlebar early in the second 125 moto.

Randy Burns (Yam) rode a fast consistent race to finish runner-up in the 250 Pros. Steve Rhyen (C-A) had problems early in both motos, getting off to poor starts, but steadily made his way into third spot, just ahead of DG's Mike Tripes (Yam).

Carlson jumped off his Maico and hopped aboard a Frank's Honda to roost the small turnout of 125s. Tony Wanket (FMF) was the only one to keep a comparable pace, as Alan Smith (FMF), Pete Wanket (Hon), Dennis Curtis (Hon) and Jeff Tomlin (Hon) kept the spectators happy as they all fought for third spot. Smith emerged the winner when Curtis blew his shocks and Tomlin faded. Wanket kept close behind, but not close enough to get by.

Results in Results Section.



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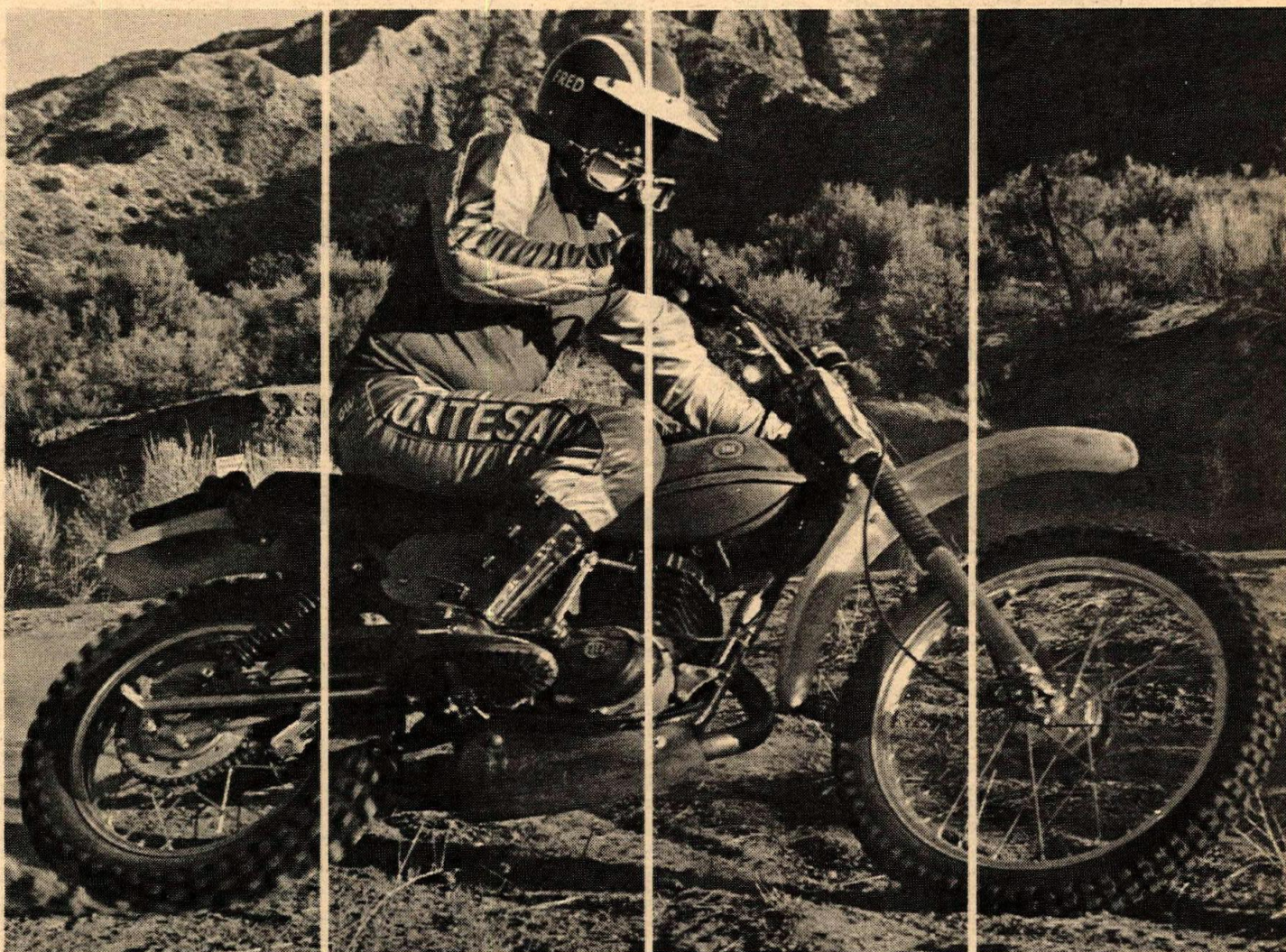
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## SRA and Suzuki: Round two

CARLSBAD, CA. APRIL 11

The rain promised by Doctor George never reached Carlsbad to dampen the second of three SRA Suzuki Series bashes at the raceway. Disappointed mud-lovers watched from the back gate as a throng of sun-worshippers frolicked along the three mile course and wound around the pavement sections with dry knobbies.

The Open Expert/Novice event started off with Bill Pattison taking his mono-shock off the live engine start and into the first turn as if he really meant it. Through five laps he held off W.C. Thornton's CZ until just a little slide past the Shark's lair (lake) did him in. At the finish it was a full 22 inches for the CZ victory.

The only event worth mentioning in the 250 bash was that Dale Anders finished an SRA event for the first time ever. The youthful and likeable junior member of the Anders racing team has had unknown forces take him out of the lead at least five times in the past; the most notable being an air filter element catching on fire. This time he took an impressive second behind a super fast Husky with Wayne Martin aboard. Wayne turned the fastest laps of the day by cranking out four minutes even on three different tries. Not bad for three miles! Dale Anders wasn't happy just doing it once, so he jumped into the combined 101-200 class and smoked everyone on his Anders (what else) prepared 175 Bultaco. 15-year-old No. two SRA 125 rider Jim Myers zapped into second overall on a well set up CR Honda. Jim LaClair moved from his third row start to lead the Beginners and hung on to well deserved fifth overall. The combined 100 class and Women's division again held no surprises for onlookers as 1975 No. one plate Kent Myers looked like he might lap the whole field. Kent has yet to take a second place this year. In the girls' division, Louise White easily led the field followed by Debra Berry and Marjorie Haynes. The gals are really

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# Western hotline

getting competitive and the finishes are getting closer all the time.

Hottest racing of the day came in the combined "Old-Timers" race. The multi-row start had all the Advanced class riders on the front grid so that everyone had the same advantage. Dave Crofoot jacked his mono so far out in the lead that it looked invincible. Well, the miles have a way of grinding you down when you've reached the crotchety geritol stage and it seems that Dave got almost too careless. Down in second, Gary Sigman on his super fast RM370 was picking up nearly 20 seconds per lap until the flag dash when Sigman went through the streamers, the officials, three four wheel rescue vehicles, about 200 spectators, and a startled jackrabbit trying to negotiate the 130 degree home turn at about 85 mph. Sure would have been impressive if he had made it, but he had to settle for second. Don Faux made it a clean sweep for the family as he took first Novice to back up his son Tony who got first 250 Novice in his race.

The final race in the series will be capped off by a drawing for an RM Suzuki to be given away May 23 at Carlsbad. We even hear a rumor that the schedule is being altered to make room for the Over The Hill Gang. Could it be that SRA is going to import Bob Hope as the starter and Lawrence Welk to give the cadence in turn one to make them feel at home?

Results in Results Section.

## Stearns beats Burns at South Bay HSMX

By James Brammer

CHULA VISTA, CAL., APRIL 7  
250 HSMX'er Mike Stearns (Suz) ran second to Randy Burns (Yam) until halfway through the first of two six-lap motos on the new South Bay Speedway one mile course. After passing Burns, he led the rest of the way as Burns scored top points from the two races for Crossmont High School. Stearns is out of school.

John Tessitore (Hon) and Dennis Curtis (Hon) ran 1-2 for both motos exhibiting a very high speed chase in the competitive 125 Pro class. Chuck Maurath (CZ) was the only 500 Pro entry. He says "they are all riding in the 250 class because of the money there." He had no trouble leading the 500 Intermediate class motos.

The closest contest of the night was between Rich Miller (Suz) and Sam Ryan (Suz) in the 100 class. Second place finisher Ryan would find shorter paths through the corners but couldn't hold the lead long enough.

This was opening night of the 1976 high school championships, a four race series held every other Wednesday night at South Bay. The defending champions are from Montgomery High. To publicize the racing, school newspaper reporters will be admitted free.

Results in Results Section.

## AME hosts MX at Valley Cycle Park

By Ted Titmas

MOORPARK, CAL., APRIL 4

Most of the Pro riders were away at the Hangtown Nationals and big black clouds hung overhead threatening to do a rain dance at any moment. The weather may have been cold but the racing was hot, especially in the 500 Pro class. Don Dixon, aboard a new 450 AW Maico, was out to show local hotshoe Dave Haugh (Mai) he meant business.

At the start of the second moto

Haugh grabbed the holeshot followed by Dixon and Mike Smith (Suz). While everyone concentrated on the leaders, Steve Rawson (Suz) blasted up from a seventh place position to join them in the most exciting battle seen all day. In the remaining laps the lead position changed back and forth so often that every time you blinked there was a new leader. On the very last corner Dixon emerged the leader and overall winner. Rawson held on for second with Smith third.

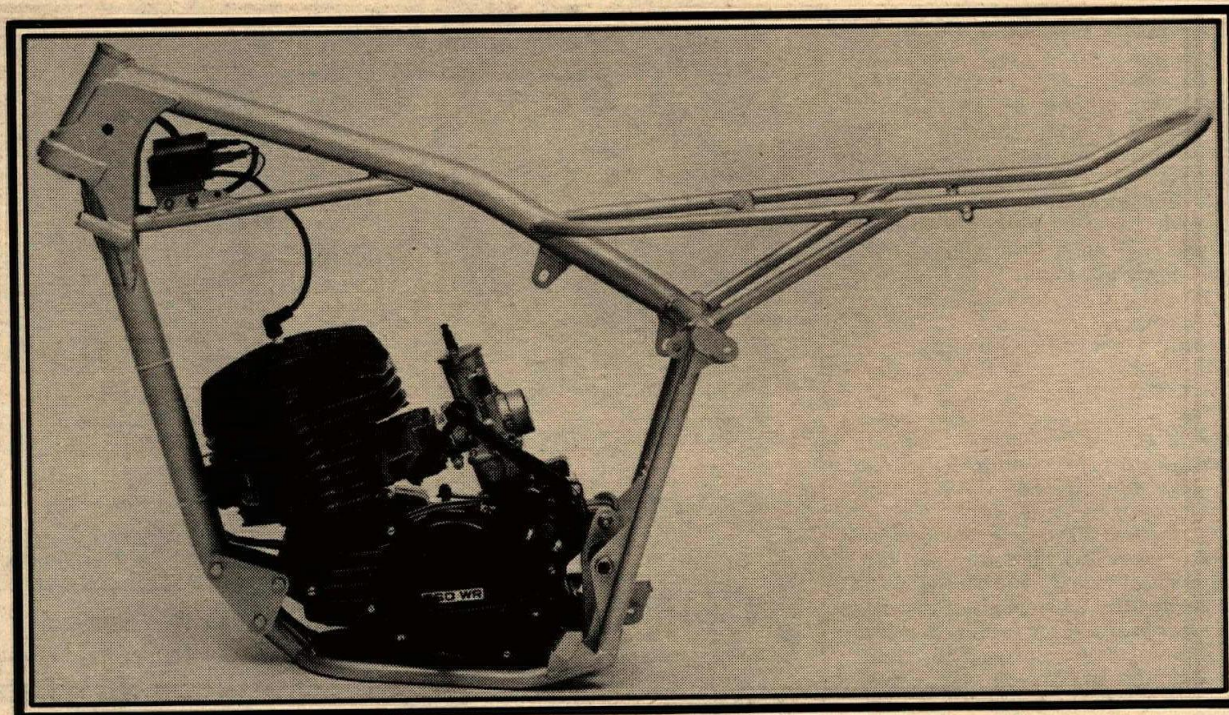
Greg Robertson (C-A) easily shined on the 250 Pro class, going all the way in both motos. Dave Zahrt (Oss) claimed second and Ron Peebles (Mai), showing a great deal of promise in his first Pro race, took a very strong third.

Arnold Comproni (Mai), who consistently dominated the 250 Junior class, moved up to Intermediate and took a third in the first moto. In the



Don Dixon (1) barely holds off the charges of Steve Rawson (25) at Valley C.P.

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second, Comproni held the lead until he was forced out when his bike threw its chain, giving the overall win to Don Bolduc (Suz).

## Tidwell sets tempo at Corona

By Elaine Jones

CORONA, CAL., APRIL 7

Mike Tidwell reaped the lion's share by winning both the TT and half-mile money races, and was never in serious trouble during either one. Jeff Allison collected second on the TT, and on the half-mile Tom Stahl followed Mike around, beating out Jeff for second.

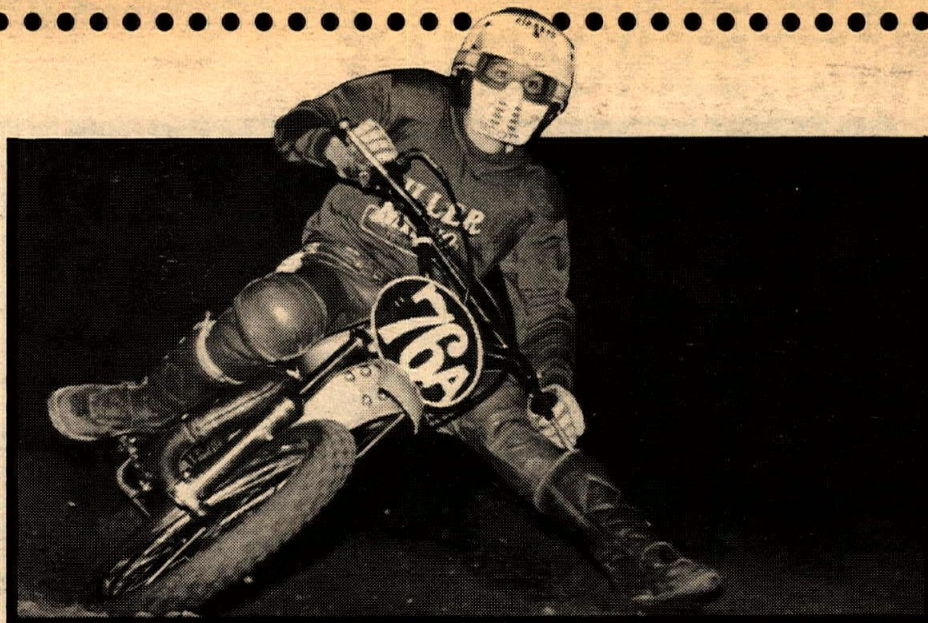
Mike also collected brass on the 250 Expert TT and half-mile and the 125 Amateur/Expert TT. His downfall came at the hands of Danny Perkins in the 125 Amateur/Expert half-mile. On lap seven Mike's bike blew and Danny was all alone for the win.

Clifford Mathews, riding his brand new Can-Am 250 MX-II, flat smoked the competition on both the TT and half-mile 250 Novice goes.

Terry Singleton hit for two, winning the 125 Novice TT over Bart Grisham and the 125 Novice half-mile over Robert Callaway.

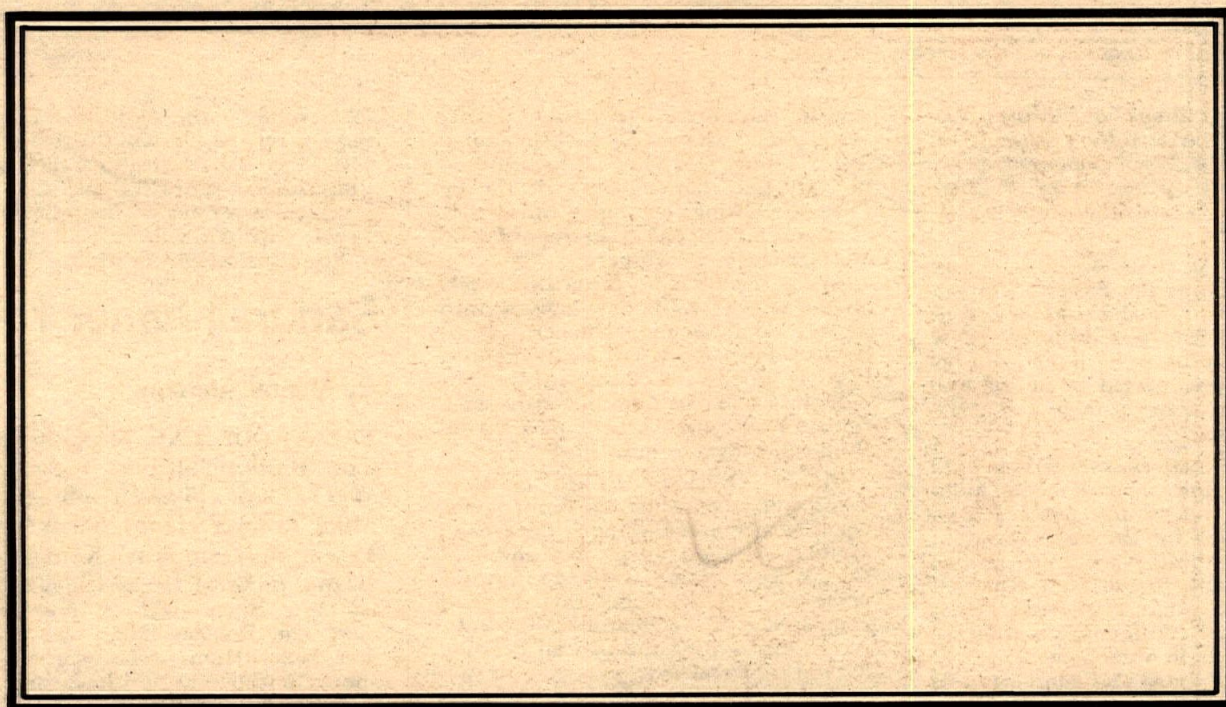
Stan Kinsey was leading the Open Amateur half-mile when he did a spectacular get off down the front straight turning the victory over to Terry Traver with Denny Aguirre second.

Open Novice Steve Stone edged out Paul Cook at the finish line on the TT,



Mini Pro, Dean Cates, puts his best foot forward at OCIR.

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but Paul turned around and grabbed the half-mile from Don Diggs.

Wayne Rainey put it all together in the 250 Expert Twin half-mile leading it from start to finish. Doug Davenport was in for second and came back to win the Open Expert half-mile.

Mike Allen reclaimed the title taken from him by Bobbi Hunter a few weeks ago by winning the 250 Amateur TT. David Callaway was second and Bobbi third.

Results in Results Section.

## AMC night final at OCIR

By Joel Jamieson

EAST IRVINE, CAL., MAR. 31

Piloting an ultra-quick YZ80, out of Harry's Cycle, Steve Shippy shook the Mini Pros with a three moto sweep while stylish Miller Mano ace, Dean Cates, nabbed second overall. Scott Watson was kept busy putting together three third place rides for a third overall.

Jim Gallagher out-powered all the 100 Pros aboard an FMF prepped '76 Elsinore. Jim tucked the first two moto wins under his belt and just hung back in third for the final moto leaving Randy Skinner and another Harry's Cycle racer, Tim Murphy, to go at it for second and third place spots.

Consistent rides paved Richee Collins' way to top 250 Pro on his sano Collins & Son KTM. Collins went 2-2-2 with second place man Aaron Bassett going 1-1-7. That seventh really blew it for Aaron. Tom Cross collected third with his Premier Cycle Research Suzuki.

Results in Results Section.

## CMC night opener at OCIR

By Joel Jamieson

E. IRVINE, CAL., APRIL 7

Attendance at CMC's opening Wednesday night race was a bit down but the racing still made for good spectating, so all you CMC aces come on out and grab up some points.

Dave Carlson, a name you've probably been hearing quite a bit lately, nabbed another 250 Pro win with his Competition Cycles Maico, going 2-1-2 for top points and money. Morris Molone, mounted on a Premier Cycle Research Suzuki, took one of the other moto wins on his way to second overall while Mike Bell (Hus) picked up the last moto victory along with third overall.

The racer all you female spectators should be cheering on is Kim Apling. The young lady placed fifth in a field of 15 125 berzerko Juniors. Go get 'em Kim.

Results in Results Section.



# NORTHERN DATELINE



The 250 Amateur moto one comin' round at Watsonville. No time to check out the scenery this trip . . .

## Ridgerunners \$1200 series opener

By Gerry Reagan

WATSONVILLE, CAL., APRIL 11  
Bob Grossi (KTM) got the hole-shot in the first Open Expert moto but was soon passed by Danny "Magoo" Chandler (KTM) who was, as usual, riding right on the edge of control. Grossi continued to chase Chandler through the next four laps, not letting him get any advantage, but when they came around again Grossi had dropped back and had been moved out of second place by hard charging Charlie Halcomb (Hus). The reason for Grossi's slowing down was evident as soon as he came in sight out of the back section. He had lost the seat off his bike and was continuing to race standing on the pegs. Chandler continued to fly, winning the moto by 32 seconds. Grossi rode seven of the 11 laps standing on the footpegs, finishing fourth behind Eric Harvey (Bul) who got him three laps from the end.

In the second moto it was Grossi and Chandler again with Halcomb holding third, almost a repeat of the first moto. The leaders moved away from the other riders with Chandler getting by Grossi on the fifth lap. Chandler would pull away some on the straights but Grossi was able to control the cornering as the two flashed around the course. In the back section Chandler got in to a horrendous tank slapper about which

Grossi said, "I almost pulled over and stopped right there. I don't see how he pulled out of it." Chandler went on to win the moto when Grossi crashed coming out of a turn. Halcomb rode to a solid second.

The Open Amateurs were running at the same time as the Experts and the story of the day in that class was Paul Marino (Mai) who was really gettin' it on in both motos as he dominated his class and even passed some of the Experts, even though they had a 15 second head start.

The 250 Expert class leaders changed places many times in both motos. Moto one was a shoe-in for Bruce Hanlon (Bul) as he led for the entire race; but second and third place were not so secure as Dennis Brand (Suz), Ron Self (KTM) and Jim Lesniewski (Bul) swapped places continuously during the moto ending up in order named.

The second moto also contained lots of dicing but this time Brand held the lead and Tom Rapp (KTM) was fighting his way up. Rapp got a firm hold on second by the middle of the race and began to go after Brand, but something happened on the second to last lap. When they came out of the back section Self was right behind Rapp, getting by for second by the end of the moto. Brand, (2-1), finished first overall.

Jeff Watts (Hus) got off to a good start in the 125 Expert class, moto one, while Danny Chandler (KTM) ended up in the back of the pack. Chandler began to move right away, and passed Watts on the second lap to take first. On the fourth lap Danny seized. Mike "Neezer" Marquez (Hus) and Paul Turner (Yam)

squirted past Watts in the back section. Watts didn't like being back in fourth and a couple laps later he maneuvered his way past Turner with Eric Harvey (Yam) following. The moto ended with Marquez holding his lead followed by Watts, Harvey and Turner.

In the second moto it was Lesniewski all the way with Marquez moving into second and Kenny Guilbert (Hus) holding down third. Jeff Watts dropped it going around the eucalyptus tree but only lost one position and managed a fourth. Paul Turner was running a good third when his bike quit.

Phillip Oveland (CZ) completely dominated the second division of the Open Novice event, winning the second moto by a good 30 seconds ahead of Curt Wilcox (Yam). Oveland's win was protested on the basis that he had competed as an Amateur in CMC events. As of this writing the official decision has not been reached.

The last race of the day was one of the most exciting as Dennis Rowedder (Hon) took the early lead in the second moto of the 125 Novice class Division III. Hot on his tail was Rob Stuart (Hus) but on the second lap Stuart was passed by Al Draeger (Hon) who then proceeded to challenge for first. Draeger slipped by into first place and Rowedder dropped back into third behind Stuart. While this was going on Brian Bowen (Suz), who had won the first moto, was quietly awaiting his chance back in fourth place and when he saw the leaders had settled into their positions he began his move. He quickly went from fourth to second but was unable to catch Stuart and had to settle

for second in the moto but that was good enough to net him the first overall.

At the end of the first race of the Ridgerunners series it looks like Mike Marquez is leading in the race for the \$1200. Right Groucho?

Results in Results Section.

## Sandhill honor roll

By Manny Alarcon

BRENTWOOD, CAL., MAR. 26

The Ranking Riders today were WFO Dave Mythen (Bul), cool Mike Bonner (Hon), jettin' Mario Perez, and smokin' Kent Woods (POW). (POW? I thought they released all those guys... Ed.) A few miscues were Phil Douglas (Mai), who flipped; Jon Miller (Hon), who won his first moto seized at the line; and Tim Alarcon (Yam) with a flat.

The Expert 250 class was an all out performance by Mike Fizzuto (Suz) and Dave Mythen (Bul) racing wheel to wheel and exchanging the lead several times. The second moto was Dave's race as he rode the berms WFO and got the overall.

In the 125 Intermediate class the cool Mike Bonner riding a new watercooled Honda, just blew past his competition.

Junior 125s had jettin Mario Perez (Yam) to contend with as he rode a solid race. His bike had excellent power as he won the second moto and this gave him the class.

An unusually large Mini class proved a close race for Dave Garber (Hon) and





GERRY REAGAN

Kent Woods. Woods eventually pulled Garber and won the first moto after Garber had led most of the race. In the second moto Woods got to the front earlier, and there he stayed.

## Vulture 76: Sward does it to 'em again in the Idaho desert

By Marty Gregory

BRUNEAU, ID., APRIL 4  
With bikes in all forms of disrepair limping around the course, Bob Sward (Kaw) demonstrated once again that the big number one on the plate of his machine is there for good reason. The familiar good luck coyote tail attached to his handlebars, Sward piloted a 400 "Green Meanie" smoothly over 76 miles of rugged Idaho desert at a 30 mph + to lead some 318 riders to the cold beer, trophies and cash.

A fantastic Idaho day had the photographers and spectators shedding their shirts to catch some rays as the temperature soared near 70 degrees. The beautiful weather, while it was great for watching, made things a bit warm for the riders though, and there were a lot of fellows coming around wishing they hadn't worn that windbreaker after all. Deep sand and, in a couple of sections, super-steep uphill, added to the contestants' perspiration factors. It was not an easy "trail ride" for anyone!

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## NORTHERN DATELINE

Take the example of Lynn Cowles, for instance. Lynn (one of the top Amateur riders in the I.M.A.) had the "enjoyable" task of attempting to control his 360 Yamaha without the benefit of any suspension. His gas went away in both ends somewhere on the first loop. Not the kind to give up without a fight, Lynn persisted and set out for the second loop only to stall on one of the uphill where a fellow entrant blasted by and snagged his throttle cable. While trying to get his machine pointed back up the hill and going again, Lynn was cut off from the trail and bounced back down a ways, scarfing his clutch lever. Left to his own devices on the hill, Cowles was forced to make a loop with his throttle cable and stomp the machine into gear to make it up. He finally did get up that hill and limp in for a finish.

From our vantage point about 400 yards from the finish, we witnessed a lot of Idaho hotshoes motor on in after the first loop without their usual flair. Bultaco Bob Bosserman was way back and going slow. Ex-TT star Mark Tennyson (Yam 500) was gassing it but he crashed in a heap when he hit some deep sand. Mark acted like crashing was nothing new on this course!

Sponsored by the Elmore Motorcycle Association, the Vulture '76 was reminiscent of the late Jackrabbit races. Ray Hale and his people really know how to put on a desert race even though their courses usually test the toughest. There was beer for the finishers and some dynamite trophies (a ceramic buzzard on a walnut plaque) created by Jack Froelick.

The start had to be seen to be believed. A banner suspended between the Bicentennial Buzzards was dropped from a hot air balloon.

Dave Newell proved that a 125 can work just fine by winning his class and putting in a fine overall finish at eighth. Warren Hickman probably rode his way right out of the Amateur class by rolling in sitting in fifth overall. All around nice guy Bob Strobel came over from Oregon and motored around for a fourth, while Steve Gerber filled in for injured brother Preston with first 250 and third overall. Big Piney, Wyoming sent the famous Guio family over for a race and Cotton wound up second. His dad, Ken (in 10th overall!) was the winner of the "Jack Benny Class" over Senior cyclists Bill Pharness and "the bearded buzzard" himself... Herby Uhl.

Pity Chris Morgan (Bul) who came from Utah to lead Bob Sward for a loop-and-half. Chris took a tremendous

spill while berserking the Bul to stay ahead of Sward.

A coyote who wandered out on the course and was center-punched by "Canary Classer" Debby Middlestead is probably still beating his tail toward Nevada. Bob Sward took his coyote tail (the one always attached to his scooter), his money, his trophies and goodies and went back to Pocatello.

Results in Results Section.

## Hill and Gully MX

By Pat Jaquish

KIONA, WASH., APRIL 4

Kenny New (Yam) started out the day with what looked like a clear Mini runaway but saw his hopes vanish when his engine exploded on the fourth lap. This gave Troy Sawyer (Yam) a huge lead which he never lost. Kevin Bixby (Yam) followed for second with Ron Law far back in third on his trusty Honda. They finished in the same order in the second moto with Sawyer lapping riders all the way up to second place.

Two 125 qualifiers were run with the faster riders moving to the A class for the final moto. In the first qualifier, Yamaha mounted Craig Sawyer (riding a 100) and Marlin Schumaker of the Tri-Cities piloted their mounts to the front of the class. Tom Hilker (Yam) and Bob Frontis (Suz) also transferred.

At the start of the second qualifier, Sandy Jaquish (Yam) got his usual holeshot with Ed Livezey (Hon) following closely in second. After three laps, Ed made his move on the very rough uphill. Don Peterson moved up to challenge Jaquish near the end of the moto, but the two Yamaha riders were too equally matched and Peterson garnered a third.

Although the Yamahas are taking over the 125A class, the Elsinores still dominate the 125B class. John Fagen (Hon) easily blasted to a lead which was never challenged after Mark Kreuger (Hon) fell on the start. Mark was able to work his way up to second with good, consistent trucking.

Walt Morrison really put the power to the ground on his big green Kawasaki to extend his Open class winning streak. John Stewart (Yam) had all he could handle in holding off the charges of Glen Clifford (Kaw) but emerged with a well earned second.

Results in Results Section.

Vulture '76 winner Bob Sward waving at the photographer. Just waving. Honest...



MARTY GREGORY





Perennial mini winner Mike Garrison, checking out his competition — in this case, Mike Yafchak (5).

## Crippled children benefit TT

By Cosmic Cat & Co.

PORTERVILLE, CAL., APRIL 11

The Porterville Spinners MC and the Tulare County Society for Crippled Children and Adults combined forces today for the fifth annual children's benefit at the Spinners track. Cloudy skies kept some potential spectators away but an estimated \$1600 was raised at the event.

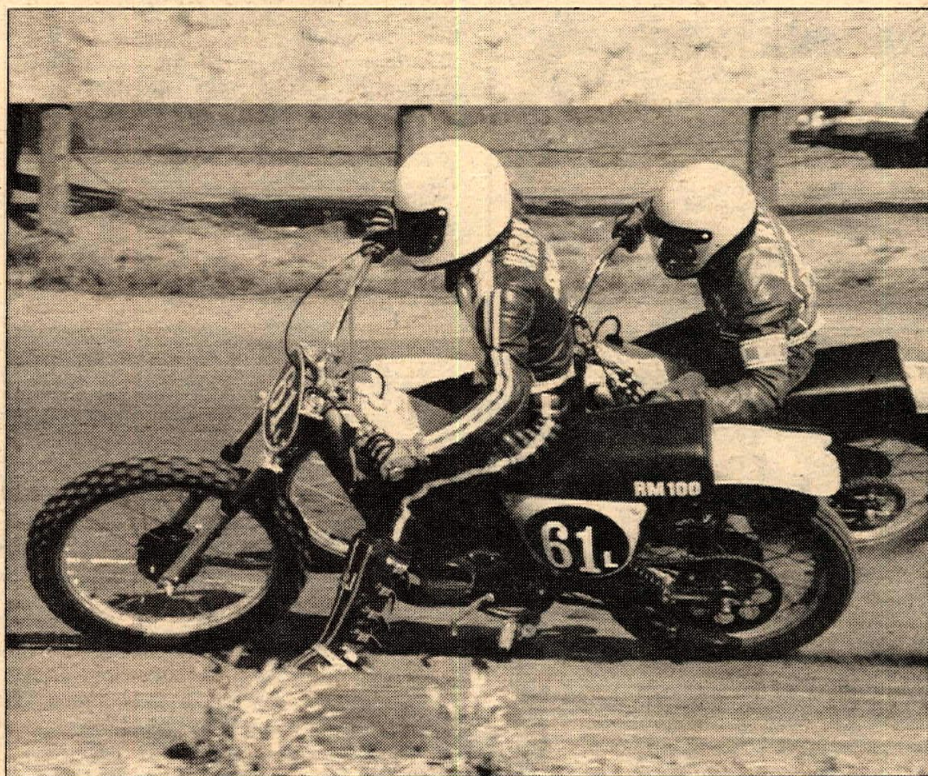
After winning all three of his heat races Scott Dinkins (Suz) was again shooting for that triple win (via the 125, 250, and 360-500cc Expert Mains) but found the going a little rougher than the previous Spinner TT. In the 125cc Expert Main, Dinkins saw Orange Cove's Gary Clark (Suz) build up a five bike length lead early in the race. It stayed this way until lap three when Dinkins began picking up ground and started to make his move for the lead. On the final lap it was Clark one bike length ahead of Dinkins over the jump, but leaving the sweeper Dinkins dropped to the inside and edged out Clark at the line for the win.

In the 250cc Expert run, Dinkins was again second, this time following Steve Monger (Yam). Monger led until the third lap when Dinkins tried to pass exiting the right-hander. Contact was made and Monger bobbled, giving Dinkins the lead and the win.

With two down and one to go, Dinkins took the holeshot of the 360-500 Experts, and for the first time in today's mains, he wasn't playing catch-up. Mike Short (Yam) stayed on Dinkins' rear wheel the entire race, making pass attempts whenever the opportunity arose. Leaving the sweeper wheel-to-wheel on the final lap, Short pulled ahead to win the drag race to the checkers by inches over Dinkins. Maybe next time, Scott.

In other races, Ricky Hollenbeck (Suz) took the Mini Junior honors leading wire to wire over Robert Land (Yam) and Mike Wesson (Yam). James

Tim Martin tries an outside pass on fellow 100 Novice Frank Schoenbachler at Porterville. Didn't work.



Crisp (Suz) bagged the 250 Novice trophy while Jim Rockwell (Yam) did the same to the 360-500 Novices.

Results in Results Section.

## Pioneer Rough Scrambles

By Ann Carr

OAKDALE, CAL., APRIL 4

Pebble Beach Mini ace Jim Cunningham returned following what appeared to be serious injuries here two weeks ago and proceeded to blitz both the 80 and 100 Expert classes. New faces moved into support positions in both classes as Greg

Brewer and Jody Gaines captured hard-earned second spots in their respective events.

"Maxi" Experts also registered some new faces as Oakdale racer Alan McGehee waxed the 250s ahead of MXer Bill Cherry. Rick Woods returned after trying out smooth stuff to outlast Mitch Davidson in the 125 Main. Don Taylor again zapped Francis Lopes in the Open Main. This win placed Don into a firm hold on the Valley Racing Association top rider spot.

Several Novices earned their Junior cards today as they outdistanced a large 125 class. Yamaha aces Mario Perez of Stockton and Brian Thompson of Livermore finished one-two. Both will start the smooth season at Lodi with red plates.

Results in Results Section.

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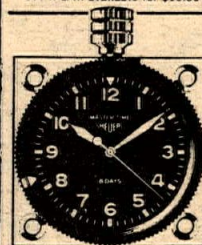
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## International dateline

(Continued from page 11)

off-season training and the pre-GP internationals. Some observers felt he tired too quickly. Heikki's move still put him a good distance back from Thorlief who was blasting around with only slightly less vigor than 40 minutes earlier.

With about three laps to go in the first moto, Hakan Anderson had a slight get-off on the last uphill which is actually a left-hand sweeper in a bowl full of large, irregular mounds of hard-packed dirt. He remounted, tried the hill again and didn't lose his fifth place; so great was the lead of the first five over Pean. Heikki had closed slightly on Thorlief but there didn't seem to be any time or any way to catch the swift Swede, unless maybe you're the Flying Finn. Two laps from the flag, Heikki grabbed the lead and immediately shot away from a demoralized Hansen who had led nearly 40 minutes of the first moto.

Jim was riding somewhat conservatively in deference to his knee, which was injured in the Puyallup Trans AMA round and isn't supposed to be 100% for another month. His conservative style was very positive and controlled. It was also good enough for a strong fourth in only his third motocross of 1976; the first of 45 minutes.

The first five finishers remained the same as they had for virtually the entire moto, except that Heikki got to the finish line first. Then came Pean; Kavinov who lived up to his pre-season billing as the fastest Russian, Hakan Carlgrist (Oss), Harry Everts, and Rolf Dieffenbach on the semi-private Kramer-Maico.

Fleming Raymond Boven had badly shattered his wrist only two weeks before the World Championship began last year. He was among the riders coming off the wounded list and had been relegated to No. 2 status on the Montesa team, behind Hakan Andersson. When he pushed his conservatively-tuned works Montesa to the front of a charging pack at the second gate drop, a lot of people were surprised — including those behind him. They had somehow chosen to ignore the fact that Boven had nearly won the Spanish Grand Prix in 1974 and had looked very strong in practice; timing in the top ten for start position. (Hans Maisch was first. Jim Pomeroy set second-fastest time.)

This time, Harry Everts had his twin-carb Puch in second place and two fast Flemings cleared off from everybody in the first three laps. Kavinov had the first KTM of a seeming horde of the red-tanked machines in third; Jim Pomeroy was a tight fourth with Hansen and Andersson in fifth and sixth. Mikkola had gotten away about tenth but started moving immediately.

Heikki was going over, through and around other riders as he charged for the front. He got up to Hakan after about ten minutes and those two started bouncing off each other in the turns, knees and elbows. Heikki stuck a wheel under Hakan about three corners in a row and Hakan shut off his line each time. Thorlief shot past Pomeroy and then there was a three-man jam for many, many laps as Jim, Hakan and Heikki went nose to tail, banging into each other or just missing each other with handlebars overlapped — while lapping at under three minutes on the long, many-cornered course.

Finally, both Heikki and Daniel Pean got past Hakan. The slender Swede went motoring past slowly, like something was wrong. After the moto, an engine teardown revealed a broken piston. "It was not running so good the first moto, either," Hakan admitted. "It felt slower than before."

Heikki went to work eliminating the distance up to Pomeroy, Hansen and Kavinov. After 15 minutes, Mikkola got past Pomeroy. Back in the pack, old foes Joel Robert, now on a factory Puch he helped design and Sylvain Geboers (Mai) were fighting over eighth place.



Soviet mystery man, Vladimir Kavinov went 7-6.

Kavinov slid out right in front of Pomeroy. Heikki went after Thorlief.

Still out in front, Boven was riding beautifully, doing a fine job of holding off World Champion Harry Everts. Joel was on the gas in the second moto and zipped past Geboers and Moisseev on successive laps.

Mikkola went past Hansen and sucked the big Swede along behind him past Everts. There was some disagreement as to whether Harry's dual-carb rotary valve, piston port Puch was in tune. It sounded like it was breaking up at high RPM. Mikkola started moving on Boven who really hadn't shown signs of tiring. With ten minutes to go in the final moto, Heikki Mikkola again took the lead.

Moisseev went out of the moto after crashing and tearing off his rear fender. He joined Rolf Dieffenbach who got a flat tire. Surprisingly, Pomeroy picked up the pace and started closing on Everts. He almost passed the Belgian over the knife-edge top of the uphill that had thrown Andersson. He did pass Harry on the tight hairpins in the back section of the course and leaped up the gnarly climbs on his strong, reliable one-carb Bultaco. (Jim also had a twin carb model that he tried in practice but went back to the single 38mm Bing-carbureted engine.)

Thorlief reached for his last reserves of energy; found the aggressiveness to go with it and went after Heikki. With only two laps remaining, Pomeroy took out after Hansen and Boven. There was no more time for anybody. With all the first four closing the spaces between them, Heikki Mikkola again came to the flag first. Behind him, in close order, were Thorlief Hansen, Raymond Boven, and Jim Pomeroy.

"I guess your bike is going fast enough, Heikki."

"Yes, I think so." (All credit to Pella Persson who can build some incredible machinery.) "And I am not feeling tired. I could go one hour at that speed. I feel like I not even race today. Maybe tomorrow I'll be tired."

"But you don't have to race a Grand Prix tomorrow."

"Yes, I did that today."

### Results

MOTO ONE: Heikki Mikkola (Hus) Fin; Thorlief Hansen (Kaw) Swed; Hans Maisch (Mai) Ger; Jim Pomeroy (Bul) USA; Hakan Andersson (Mon) Swed; Daniel Pean (Mai) Fran; Vladimir Kavinov (KTM) USSR; Hakan Carlgrist (Oss) Swed; Harry Everts (Puc) Belg; Rolf Dieffenbach (Mai) Ger. MOTO TWO: Heikki Mikkola; Thorlief Hansen; Raymond Boven (Mon) Belg; Jim Pomeroy; Harry Everts; Vladimir Kavinov; Daniel Pean; Joel Robert (Puc) Belg; Jean-Jacques Bruno (KTM) Fran; Anatoly Orschinnikov (KTM) USSR. 250cc WORLD CHAMPIONSHIP STANDINGS AFTER TWO MOTOS: Heikki Mikkola — 30 pts.; Thorlief Hansen — 24 pts.; Jim Pomeroy — 16 pts.; Hans Maisch — 10 pts.; Raymond Boven — 10 pts.



# RESULTS

## Vulture '76 Bruneau, Idaho April 4, 1976

By Marty Gregory

|                   |     |
|-------------------|-----|
| OVERALL           |     |
| Bob Sward         | Kaw |
| Cotton Guio       | Hus |
| Scott Gerber      | Bul |
| OPEN EX           |     |
| Bob Sward         | Kaw |
| Cotton Guio       | Hus |
| Bob Strobel       | Hus |
| OPEN AM           |     |
| Danny Langford    | Suz |
| Kim McKnight      |     |
| Clint Steffan     |     |
| 250 EX            |     |
| Scott Gerber      | Bul |
| Jeff Swope        |     |
| Garth Williams    |     |
| 250 AM            |     |
| Warren Hickman    | Yam |
| Craig Waite       |     |
| Bob Hennessey     |     |
| 200 AM            |     |
| Eugene Evans      |     |
| Truman Dennis     |     |
| Steve Thornock    |     |
| 125 EX            |     |
| Dave Newell       | Yam |
| Jim Puett         |     |
| Joe Phillips      |     |
| 125 AM            |     |
| Mark Oberling     |     |
| Mike Peebler      |     |
| George Collingham |     |
| POWDER PUFF       |     |
| Sharon Purvis     |     |
| Carol Smith       |     |
| Kathy Gwinn       |     |
| MINI              |     |
| Wes Pouty         |     |
| Gary Hall         |     |
| Todd Reddy        |     |
| JACK BENNY        |     |
| Ken Guio          | Hus |
| Bill Pharness     |     |
| Herb Uhl          |     |

## D-36 Rough Scrambles Oakdale, Calif. April 4, 1976

By Ann Carr

|                  |     |
|------------------|-----|
| MINIS            |     |
| 100 EX           |     |
| Jim Cunningham   | Yam |
| Jody Gaines      | Yam |
| Kirk Brewer      | Yam |
| 100 NOV/JR       |     |
| Terry Lewis      | Suz |
| Richard Richichi | Yam |
| 80 EX            |     |
| Jim Cunningham   | Yam |
| Greg Brewer      | Yam |
| Doug Chandler    | Yam |
| 80 NOV/JR        |     |
| Scott Nugent     | Yam |
| Brian Buzzini    | Hon |
| Mike Hurst       | Hon |
| 60 NOV           |     |
| Jeff Jones       | Yam |
| MAXIS            |     |
| 100 NOV          |     |
| Steve Orozco     | Yam |
| Cory Lewis       | Suz |
| 125 NOV          |     |
| Mario Perez      | Yam |
| Brian Thompson   | Yam |
| Richard Arnaiz   | Hon |
| 125 JR           |     |
| Tim Grube        | Mai |
| Randy Bradshaw   | Yam |
| 125 EX           |     |
| Rick Woods       | Hon |
| Mitch Davidson   | Yam |
| 250 NOV          |     |
| Perry Evans      | Hon |
| Tony Price       | Suz |
| Terry Adams      | Suz |
| 250 JR           |     |
| Dwayne Ellis     | Yam |
| Joe Hamilton     | Yam |
| 250 EX           |     |
| Alan McGehee     | Bul |
| Bill Cherry      | Mon |
| OPEN NOV/JR      |     |
| Mike Evans       | Suz |
| David Russell    | Yam |
| Rudy Orozco      | Suz |
| OPEN EX          |     |
| Don Taylor       | Yam |
| Francis Lopes    | Yam |
| Rick Smith       | Yam |

## BOSS CMC MX Argyll Park Dixon, Calif. March 28, 1976

By Sallee Hilton

|                  |     |
|------------------|-----|
| MINI NOV         |     |
| Scott Dillingham | Yam |
| Todd Anselmo     | Yam |
| Todd Clark       | Kaw |
| MINI EX          |     |
| Jimmy Robertson  | Yam |
| Greg Benovich    |     |
| Deake Lyndall    | Hon |
| PEE WEE          |     |

|                   |     |
|-------------------|-----|
| Tyson Vohland     | Yam |
| Cary Stutters     | Yam |
| Dennis Schmidt    | Hon |
| 100 NOV           |     |
| Fred Merkel       | Yam |
| Rod Saling        | Suz |
| Mark Zeissler     | Suz |
| POWDER PUFF       |     |
| Sue Wood          | Hon |
| Linda Clare       | Suz |
| Deborah Hassler   | Hon |
| OLD TIMER         |     |
| Carl Leih         | Car |
| Vernon Howell     | Tri |
| John Dotson       | Yam |
| VET NOV           |     |
| Hans Martz        | Hus |
| Lynn Wington      |     |
| Richard Mathews   | Suz |
| VET INT           |     |
| Al Baumann        | Yam |
| Jack Lewis        | Bul |
| Roger Hall        | Suz |
| 125 NOV DIV I     |     |
| Steve Gary        | Yam |
| Joe Score         | Yam |
| Perry Donohew     | Suz |
| 125 NOV DIV II    |     |
| Kenny Kudrna      | Hon |
| Brad Bastian      | Hon |
| Mike Zimmerman    | Yam |
| 250 NOV DIV I     |     |
| Art Stapleton     | Suz |
| Dennis Tate       | Suz |
| Curt Pfauamer     | Suz |
| Danny Lawson      | Hus |
| Kevin Hall        | CZ  |
| Dennis Canevari   | Hus |
| OPEN NOV          |     |
| Dan Bratton       | Yam |
| Van Lawrence      | Suz |
| Chris Nadotti     | Yam |
| OPEN INT          |     |
| John Belicitti    | Yam |
| Kent Higgenbotham | Mai |
| Louis Lanzo       | Mai |
| OPEN EX           |     |
| Ted Rogers        | Hus |
| Ron Junkert       | Suz |
| Ken Sisler        | Yam |
| 250 INT           |     |
| Randy Lewallen    | Yam |
| Kevin Booth       | Pen |
| Jerry Williams    | Bul |
| 250 EX            |     |
| Eric McKenna      | Hus |
| Don Cantaloupi    | Suz |
| 125 INT           |     |
| Rick Collin       | Hon |
| Donny Ferraro     | Hon |
| Ray Spore         | Yam |
| 125 EX            |     |
| Eric McKenna      | Hon |
| Don Cantaloupi    | Yam |
| Cliff Bagot       | Hon |

## Hill and Gully MX Kiona, Wash. April 4, 1976

By Pat Jaquishh

|                  |     |
|------------------|-----|
| MINI             |     |
| Troy Sawyer      | Yam |
| Kevin Bixby      | Yam |
| Ron Law          | Hon |
| 100cc            |     |
| Craig Sawyer     | Yam |
| Troy Sawyer      | Yam |
| 125 A            |     |
| Marlin Schumaker | Yam |
| Ed Livezey       | Yam |
| Don Peterson     | Hon |
| 125 B            |     |
| Joh n Fagen      | Hon |
| Mark Kruger      | Hon |
| Chris Walker     | Hon |
| 200cc            |     |
| Ned Hurd         | Yam |
| 250cc            |     |
| Gary Alexander   | Suz |
| Gary Sturgis     | Suz |
| Mike Johnson     | Suz |
| OPEN             |     |
| Walt Morrison    | Kaw |
| John Stewart     | Yam |
| Glen Clifford    | Kaw |

## World Mini GP Valencia, Calif. April 9-11, 1976

|                  |     |
|------------------|-----|
| 0-83 MOD NOV     |     |
| 9-11 YEARS "A"   |     |
| Wayne Arnole     | Yam |
| Alex Hoover      | Yam |
| Chris Easterling | Yam |
| 0-83 MOD NOV     |     |
| 9-11 YEARS "B"   |     |
| Kenny Jacobs     | Yam |
| Bobby Nelson     | Yam |
| Richard Sands    | Yam |
| 0-83 MOD EX      |     |
| 12+ YEARS "A"    |     |
| Steve Skippy     | Yam |
| Brian Myerscough | Yam |
| Rowdy Blasdel    | Yam |
| 0-83 MOD INT     |     |
| 12+ YEARS "A"    |     |
| Jim Stewart      | Yam |
| Glen Norkus      | Yam |

|                   |     |
|-------------------|-----|
| Terry Randal      | Yam |
| 0-83 MOD INT      |     |
| 12+ YEARS "B"     |     |
| Kevin Jones       | Yam |
| Mike Mercier      | Yam |
| Tracy Evans       | Yam |
| 0-83 MOD EX       |     |
| 12+ YEARS "B"     |     |
| Mike Brown        | Yam |
| Rex Smith         | Yam |
| Chris Heissen     | Yam |
| 0-105             |     |
| 9-11 YEARS        |     |
| Rick Johnson      | Yam |
| Mark Murphy       | Yam |
| Bryan Antonacci   | Yam |
| 0-83 STK NOV      |     |
| 12+ YEARS "A"     |     |
| Jay Bales         | Yam |
| David Bacberio    | Yam |
| Eric Golden       | Yam |
| 0-83 MOD NOV      |     |
| 12+ YEARS "A"     |     |
| Roger Hensley     | Yam |
| David Bacberio    | Yam |
| 0-83 MOD NOV      |     |
| 12+ YEARS "A"     |     |
| Roger Hensley     | Yam |
| John Iwakiri      | Hon |
| 0-83 STK EX       |     |
| 9-11 YEARS        |     |
| Rick Johnson      | Yam |
| Bryan Antonacci   | Yam |
| Matt Whiting      | Yam |
| JR CYCLE STK      |     |
| 9-11 YEARS        |     |
| Tim Tomaselli     | Ind |
| John Alred        | Ind |
| George Holland    | Hon |
| 0-83 STK NOV      |     |
| 12+ YEARS "B"     |     |
| Ross Klatt        | Yam |
| Steve Postlewaite | Yam |
| Robby Robinson    | Yam |
| 0-83 MOD INT      |     |
| 9-11 YEARS        |     |
| Lance Schoening   | Yam |
| Rob McAllister    | Yam |
| David Cooper      | Yam |

|                   |     |
|-------------------|-----|
| JR CYCLE MOD      |     |
| 9-11 YEARS        |     |
| R. Dickinson      | Hon |
| John Belisle      | Hon |
| Tim Tomaselli     | Ind |
| 0-83 STK NOV      |     |
| 12+ YEARS "C"     |     |
| Greg Koenig       | Yam |
| Scott Davis       | Yam |
| Geoffrey Airey    | Yam |
| 0-83 STK NOV      |     |
| 9-11 YEARS "A"    |     |
| Michael Dunlap    | Yam |
| Sean Santy        | Yam |
| Jerry Russell     | Yam |
| 0-83 STK NOV      |     |
| 9-11 YEARS "B"    |     |
| Jeff Cropper      | Yam |
| Robby McAllister  |     |
| Alex Hoover       | Yam |
| 0-83 STK NOV      |     |
| 9-11 YRS.         |     |
| Sean Ryan         | Yam |
| Kevin Wolf        | Yam |
| Lloyd Thomas      | Yam |
| JR CYCLE STK      |     |
| 6-8 YEARS         |     |
| Kurt Henrickson   | Ind |
| B. Schneider      | Ind |
| Blair Hardesty    | Ind |
| PEE WEE BEG       |     |
| Randy Moody       | Ind |
| Tracy Sloan       | Ind |
| Scott Scroggins   | Ind |
| PEE WEE NOV       |     |
| Roy Smith         | Ind |
| PEE WEE EX        |     |
| Brandon Schneider | Ind |
| Debbie Allred     | Ind |
| POWDER PUFF       |     |
| Tracy Evans       | Yam |
| Valerie Robledo   | Yam |
| Jill McIlrath     | Yam |
| 0-83 MOD EX       |     |
| 9-11 YEARS        |     |
| Mark Murphy       | Yam |
| Bryon Antonacci   | Yam |
| Rick Johnson      | Yam |
| 0-83 STK NOV      |     |
| 12+ YEARS "D"     |     |
| Ronnie Graves     | Yam |
| Jeff Bramlett     | Yam |
| Jon Kargel        | Yam |
| 0-83 STK EX       |     |
| 12+ YEARS         |     |
| Scott Burnworth   | Yam |
| Chris Heisser     | Yam |
| Joey Dee          | Yam |
| 0-83 MOD EX       |     |
| 12+ YEARS "C"     |     |
| Jim Holley        | Hon |
| Steven Schmitz    | Suz |
| Jeff Ward         | Hon |
| 0-83 MOD NOV      |     |
| 12+ YEARS "B"     |     |
| Clay Cauthorn     | Yam |
| Scott Davis       | Yam |
| Gary Webster      | Hon |
| 0-83 MOD NOV      |     |
| 12+ YEARS "C"     |     |
| Steve Allensworth |     |
| Jay Bales         |     |
| Kenny Spiker      |     |
| OPEN 105          |     |
| OVER 12 "A"       |     |
| Mike Brown        |     |
| Troy Litch        |     |
| Scott Burnworth   |     |
| OPEN 105          |     |
| OVER 12 "B"       |     |

|                  |  |
|------------------|--|
| Bryan Myerscough |  |
| Eddie Glover     |  |
| Ron Ausman       |  |
| OPEN 105         |  |
| OVER 12 "C"      |  |
| Jeff Ward        |  |
| Jim Holley       |  |
| Doug Nicol       |  |
| 0-83 MOD NOV     |  |
| 12+ YEARS "C"    |  |
| Robbie Robison   |  |
| Jesse Nickell    |  |
| Gene Walsh       |  |
| 0-83 MOD NOV     |  |
| 12+ YEARS "D"    |  |
| Ed Eckert        |  |
| Mitch Moorhead   |  |
| Mike Murray      |  |
| 0-83 STK EX      |  |
| 12+ YEARS        |  |
| Brian Myerscough |  |
| Mike Brown       |  |
| Rex Smith        |  |
| JR CYCLE MOD     |  |
| 6-8 YEARS        |  |
| Kurt Henrickson  |  |
| Jeff Abbott      |  |
| Mike Clarke      |  |
| 0-83 STK INT     |  |
| 12+ YEARS        |  |
| Brian Fountain   |  |
| John Miller      |  |
| Tim Smith        |  |

|                  |  |
|------------------|--|
| 0-83 STK INT     |  |
| Gary Goforth     |  |
| Gregg Waldrup    |  |
| Holly Troxler    |  |
| RACE OF CHAMPS   |  |
| Brian Myerscough |  |
| Jeff Ward        |  |
| A.J. Whiting     |  |

## Ross Downs Am ST Calleyville, Tex. March 26, 1976

By D.H. Nielsen

|                      |  |
|----------------------|--|
| 65cc                 |  |
| Roger Schellenberger |  |
| James Patton         |  |
| Kevin Brunson        |  |
| 75cc                 |  |
| Kevin Brunson        |  |
| Bart Spears          |  |
| Donnie Strain        |  |
| 85cc                 |  |
| Roger Schellenberger |  |
| Buryman Patton       |  |
| Steve Perdue         |  |
| 125cc                |  |
| Don Shobert          |  |
| David Langley        |  |
| Bobby Goodin         |  |
| 100cc                |  |
| Jeff White           |  |

James Carroll  
Eldon Hultgren  
Charlie Orr  
250 JR  
Eldon Hultgren  
Bill White  
Bobby Goodin  
250 SR  
Don Shobert  
Mark Wynn  
Doug Wright  
360cc  
Bill Orr  
Phil McCasland  
Jackey Avery

## Lake Whitney Ranch Whitney, Tex. March 28, 1976

By D.H. Nielsen

|                      |     |
|----------------------|-----|
| JR MINI              |     |
| Alex Hoover          | Yam |
| Jerry Martin         | Yam |
| Timmy Butler         | Yam |
| SR MINI              |     |
| Tony Nielsen         | Hon |
| Darin Eames          | Yam |
| Mike Medley          | Yam |
| OVER 30              |     |
| DeVaughn Mitchell    | Bul |
| Ronnie Mullen        | Hon |
| Rayburn Shafer       | Yam |
| 100cc                |     |
| Chuck Taylor         | Pen |
| Tony Nielsen         | Hon |
| Ryan Wade            | Yam |
| 125 NOV              |     |
| David McKelvy        | Kaw |
| Dean Waskowiak       | Yam |
| Scott Smith          | Hus |
| 125 INT              |     |
| Arthur Prater        | Yam |
| Craig Knight         | Suz |
| Lunch Lancione       | Hon |
| 125 EX               |     |
| Louis Presley        | Hon |
| Eddie Walker         | Yam |
| Glen Johnson         | Hon |
| 250 NOV              |     |
| Joe Harrison         | Yam |
| David Oliver         | Hus |
| Dan Wreyford         | Bul |
| 250 INT              |     |
| Dennis Goodson       | Suz |
| Charles Wiese        | Yam |
| Doug Thompson        | Hus |
| 250 EX               |     |
| Wyman Priddy         | Bul |
| Darrell Hollingshead | Yam |
| Barry Callaway       | Suz |
| OPEN INT             |     |
| Kent Smith           | Yam |
| DeVaughn Mitchell    | Bul |
| Sam Womack           | Hus |
| OPEN EX              |     |
| Wyman Priddy         | Bul |
| Tim Riddle           | Hus |
| Ricky Kidd           | Hus |

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Whether you're an absolute beginner or seasoned enduro veteran, Digitronics' new state-of-the-art Chrono-Computer and Chrono-Tron can help place you among the trophy winners every time! Big bright numbers shine through dust and rain — on any type of road. Controls are designed for "gloves on" operation — no dust covers or thumb wheels to worry about. Both instruments help you to concentrate on riding!

The Chrono-Computer instantly calculates time, speed, and distance factors to give you precise pacing odometer read-outs to compare with your cycle odometer (the photo example shows 12.58 miles). You can always clearly see when to speed up or slow down. You can also clearly see the exact average speed you've dialed in (15 MPH in the photo example). Speed changes can be dialed in quickly, and the "hold" switch freezes the read-out during planned stops. Standard calibration 6-36 MPH in 1 MPH increments; special calibrations available at no extra charge.

The Chrono-Tron computes elapsed time in 1 second intervals from zero to 59 minutes, 59 seconds — with an automatic roll-over to zero and continuing count. Fast rate switch gives rapid (1 minute per second) setting of key time starts which are not on the hour, and "hold" switch freezes read-out at exact key time start. Quick zero re-set. Big bright minutes and seconds numbers separated for maximum clarity.

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- **READABLE** — Super-large liquid crystal readout, featuring 1/2" numbers. Extra bright in sunlight.
- **RELIABLE** — 100% solid-state electronics. Liquid crystal readout. Absolutely no mechanical parts to malfunction.
- **COMPACT** — Approximately 3" x 5" x 1" in size. Uses one miniature 9 volt transistor radio battery with minimum 25 hour capacity. (Factory supplied.)
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- **SECURE** — Factory supplied mounting kit holds instrument securely, regardless of terrain.
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☐ BankAmericard ☐ Master Charge, Bank # Exp. date

Signature \_\_\_\_\_ Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



# RESULTS

## Buzzard Euro Scram Teagle Wash, Calif. April 17, 1976

**By J. Kinnaman**

**HEAVYWEIGHT DIV**

EX  
B. Massey  
L. Jordan  
J. Summers  
AM  
D. Baker  
T. Bullock  
M. Quibodeaux  
NOV  
T. Overholt  
B. Kirkreit  
J. Morris  
J. Morris  
LIGHTWEIGHT DIV I  
EX  
L. Roessler  
B. Wallingsford  
M. Cartwright  
AM  
B. Wright  
D. Williams  
P. Christen  
NOV  
M. Heacox  
M. Jones  
S. Wiseman  
LIGHTWEIGHT DIV II  
EX  
B. Rutten  
D.C. Williams  
D. Modestet  
AM  
M. Payton  
C. Green  
M. Gutebier  
NOV  
C. Denton  
J. Payle Jr

F. Freddie  
TRAILBIKE DIV  
EX  
C. Cartledge  
D. Hamill Jr  
D. Kelsey  
AM  
G. Scheidler  
S. Webb  
J. Robbins  
NOV  
K. Hopkins  
S. McConnehey  
R. Blake  
SR DIV  
EX  
A. Knapp  
G. Walker  
AM  
W. Vaughn  
NOV  
J. Neal  
WOMENS DIV  
EX  
T. Beck  
D. Grant

**SRA Speedway  
Irwindale, Calif.  
April 15, 1976**

**By Tom Blattler**

**TEAM SCORES**

Sprockets (Irwin.) 43  
Eagles (Costa Mesa) 41

**SPROCKETS**

Mike Bast 11  
Gene Woods 10  
Bruce Penhall 9  
Wayne Lewis 8  
Mike Konle 5  
Frank Shuter 0

Steve Columbo 0  
EAGLES  
Alan Christian 12  
Rick Woods 11  
Bill Cody 7  
Billy Gray 7  
Mike Muntean 3  
Mark Cherf 1  
HANDICAP MAIN  
Rick Woods  
Bruce Penhall  
Max Koemans  
HANDICAP CONSOL.  
Porky McCabe  
Bill Cody  
Steve Columbo

## CMC MX Orange, Calif. April 18, 1976

**By Joel Jamieson**

**MINI EX**

Rick Atkins Hon  
Rick Simmons Yam  
Gary Tomlin Hon  
MINI JR  
Alan Frazier Yam  
Mike Toycen Yam  
Jeff Grise Yam  
100 JR  
Barbara Spielman Hon  
Ron Lounsbury Hon  
Mike Tarter Hon  
125 PRO  
Ron Turner T&M  
Mark Tyer DG  
Marty Moates Hon  
125 INT  
Ron Rinden Suz  
Dave Burgess Hon  
Brian McNamara Hon  
125 JR  
Ron Flores MM  
David Clement Yam  
Eric Coffin Yam  
250 PRO  
Jeff Dennings Suz  
Craig Denton Mon  
Warren Reid FMF  
250 JR  
Danny Dial Suz  
Don Snyder Suz  
Dave Raymond CZ  
500 PRO  
Jon Derhammer Mon  
Scott Gillman Yam  
Steve Montague Mai  
500 INT

Randy Blevins VB  
David Tanis Bul  
Shawn Underwood Yam  
500 JR  
Johnny Barr Suz  
Robert Spicer Yam  
Marc Crosby Mai

## Los Coyotes European Scram. Teagle Wash, Calif. April 17, 1976

**By Terry Rezer**

**OPEN EX**

Dean Modestet  
Keith Hart  
Jeff Kirk  
**OPEN AM**  
Tom Bullock  
Mike Quibodeaux  
Bill Lyman  
**OPEN NOV**  
Ed Winn  
Dan Thordarson  
James Walker  
DIV I EX  
Brent Wallingsford  
Larry Roessler  
Jim Beardsley  
DIV I AM  
Randy Neal  
Ron McCamish  
Paul Christensen  
DIV I NOV  
Mark Heacox  
Michael Jones  
H.C. Smith  
DIV II EX  
Max Eddy  
James Brown  
D.C. Williams  
DIV II AM  
Chuck Green  
Bob West  
John Boy Lawson  
DIV II NOV  
Dylan Neihart  
Jeff Allison  
Russell Waalmore  
Francis Freddy  
TRAIL EX  
Chuck Cartledge  
Charlie Hamill  
Darren Kelsey  
TRAIL AM  
Gary Scheidler  
Steve Webb  
Bryan Charters

TRAIL NOV  
Scott McConnekey  
Rusty Blake  
Rollin Busso  
WOMEN'S DIV  
Trudy Beck (Ex)  
Barb Tieskoetter (Am)  
June Elias (Nov)  
SR DIV  
Art Knapp (OE)  
Jack Frolich (250 EX)  
Bob Terrazas (175 EX)  
George McClellan (100 EX)  
Wiley Vaughn (AM)  
Dick Burley (Nov)

## Corona TT and HM Corona, Calif. April 7, 1976

**By Elaine Jones**

**MINI DIV I**

Kirk Johnson Yam  
Chris Gables Yam  
David Dove Yam  
MINI DIV II  
Dan Wendt Yam  
Frankie Armendariz Hon  
Jeff Illingworth Yam  
125 NOV  
Terry Singleton Yam  
Bart Grisham Yam  
Robert Callaway Kaw  
125 AM/EX  
Mike Tidwell Yam  
Dylan Neihart Yam  
Terry McCreery Kaw  
250 NOV  
Clifford Mathews C-A  
Jim Beck Yam  
Ward McKee Kaw  
250 AM  
Mike Allen Yam  
David Callaway Kaw  
Bobbi Hunter Yam  
250 EX  
Mike Tidwell Yam  
Dylan Neihart Yam  
Jeff Allison Yam  
**OPEN NOV**  
Steve Stone CZ  
Paul Cook Bul  
Ron Byers Yam  
**OPEN EX**  
Eddie Lawson Kaw  
Dave Lujan Kaw  
Terry Traver Suz  
**MONEY RACE**  
Mike Tidwell Yam  
Jeff Allison Yam  
Dylan Neihart Yam  
Gene Brown Yam  
David Dove Yam  
Kirk Johnson Yam  
MINI DIV II  
Jeff Abel Yam  
Bobby Garabedin Yam  
Dan Wendt Yam  
125 NOV  
Terry Singleton Hon  
Robert Callaway Kaw  
Paul Smith Kaw  
125 AM/EX  
Danny Perkins Hon  
Mike Tidwell Yam  
Dylan Neihart Yam  
Wayne Rainey Yam  
Doug Davenport Yam  
Eddie SanRoman Yam  
**OPEN NOV**  
Paul Cook Bul  
Don Diggs Mon  
Bob Bell Tri  
**OPEN AM**  
Terry Traver Suz  
Denny Aguirre Kaw  
Stan Kinsey Yam  
**OPEN EX**  
Doug Davenport Yam  
Randy Roderick Yam  
Rich Plugger Yam  
**MONEY RACE HM**  
Mike Tidwell Yam  
Tom Stahl Yam  
Jeff Allison Yam

Ron Self KTM  
Bruce Hanlon Bul  
OPEN EX  
Danny Chandler KTM  
Charlie Halcomb Hus  
Eric Harvey Bul

## AMC MX Orange, Calif. April 11, 1976

**By Danny Raymond**

**OPEN PRO**

Jeff Eirstedt Bul  
Steve Shipkey Mai  
Craig Adams KTM  
**OPEN INT**  
Michael Bomer Bas  
Marino Bastranelli Mai  
**OPEN JR**  
John Miley Mai  
Tom Hudson Hus  
**OPEN BEG**  
Davee Collins KTM  
Chuck Hunt Suz  
250 PRO  
Ivan Alexander Mai  
Mark Asbury Yam  
Charles Richardson Bul  
250 INT  
Steven Brady Mai  
John Grese Suz  
Mike Godfrey Kaw  
250 JR  
Ted Vanderraadt Yam  
David Swanberg Yam  
Ken Feulner Mai  
250 BEG  
Gregg Weaver Kaw  
Richard Bauer MM  
Richard Johnson Mai  
125 INT  
Lee Scheffers Yam  
Ron Ronden Hon  
Marc McClure Yam  
125 JR  
Brett Meyer Hon  
John Sinz Suz  
Jim Hole Yam  
125 BEG/Bill Hall Yam  
Scott White Yam  
Tom Hernandez Hon  
100 EX  
Mark Marriott Hon  
Tim Murphr Hon  
Russ Eide BMH  
100 INT  
Byron Barr Hon  
**MINI EX**  
Gregg Young Hon  
MINI JR  
Dave White Yam  
MINI BEG  
Jeff Grise Yam  
Jim Cobham Yam  
Mike Urgo Yam

## AME MX Moorpark, Calif. April 4, 1976

**By Ted Titmas**

**MINI EX**

Steven Schmitz Yam  
Jim Cote Hon  
MINI JR  
Jeff Van Camp Yam  
Aaron Beckner Yam  
100 BEG  
Martin Klopman Suz  
Tim Wilborn Suz  
Mitch Welch Yam  
100 JR  
Mike Nance Suz  
Lyman Young Ves  
Mark Nichols Suz  
100 INT  
John O'Mara Suz  
Jim Cote Suz  
250 PRO  
Greg Robertson C-A  
Dave Zahrt Oss  
Rob Peoples Mai  
250 INT  
Don Bolduc Suz  
Craig Lawterman Suz  
John Marsh Bul  
250 JR  
Mark Thompson Kaw  
Denny Waite Suz  
Robin Federmeier Mai  
500 PRO  
Don Dixon Mai  
Steve Rawson Suz  
Mike Smith Suz  
**OLD TIMERS**  
Joe Brown Suz  
Herb Harper Suz  
Jim Larnihan Mai  
500 JR  
Eric Wachter Mai  
Fred Wachter Hus  
Bruce Brotcke Suz  
125 PRO  
Nick Hale C-A  
Jim Hale Suz  
Bob Shimp Hon  
125 INT  
Doug Nicol FMF  
Steve Hadley Hon  
Marty Desbrow Suz  
125 JR  
Albert Encinas Hon  
Scott Morgan FMF  
Peter Sabat Hon  
125 BEG  
Jim Klopman Hon

## CMC-OCIR MX East Irvine, Calif. April 7, 1976

**By Joel Jamieson**

**MINI JR**

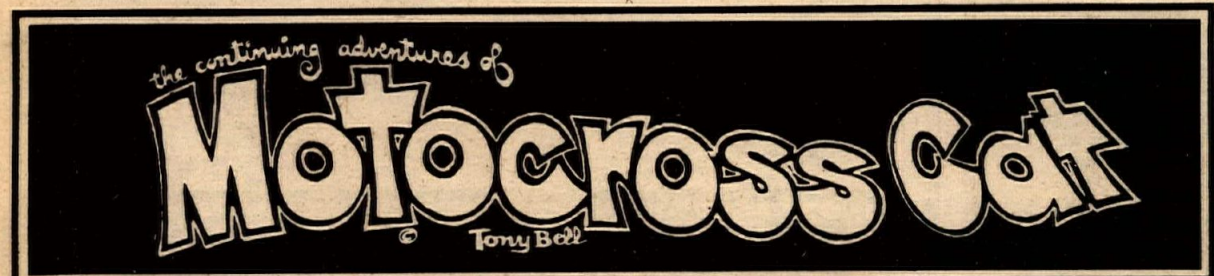
Kevin Hopkins Yam  
Bobby Doyle Hon  
Richard O'Brien Yam  
100 JR  
Bill Battaglia  
MINI EX  
Brian McConnell  
125 JR  
Rock Hodson Yam  
Glenn Page Hon  
David Behlings WH  
125 INT  
Mitch Musgave Hon  
Chris Fortier Hon  
Ty Richey Hon  
250 PRO  
Dave Carlson Mai  
Morris Molone Suz  
Mike Bell Hus  
250 INT  
Tom Cross PCR  
Norm Bigelow Mai  
Guy Olson Mai  
250 JR  
Billy Barlett Suz  
Eddie Drake Suz  
George Jeffers JBS  
500 JR  
Mike Bomer Suz  
Sam Sanford Hus

## Ridgerunners MX Watsonville, Calif. April 11, 1976

**By Gerry Reagan**

**WOMENS DIV**

Terri Harvey Yam  
Dawn Cash Suz  
Debbie Hassler Hon  
**OLD TIMERS**  
Roger Hall Suz  
Anril Cogburn Mai  
Bob Henneuse Hon  
100 NOV  
Kent Woods Suz  
Kenny Christensen Suz  
David Anderson Yam  
125 NOV DIV I  
Phillip Oveland CZ  
Greg Muscatell Bul  
Ken Brumblay Hus  
125 NOV DIV II  
Dennis Dulany Hon  
Mark Maler Hon  
Bradley Stoke Hon  
125 NOV DIV III  
Brian Bowen Suz  
Rob Stuart Hus  
Mike Sotero Yam  
250 NOV DIV I  
Ronald Ratigan Mai  
Richard Goldsmith Yam  
Bill Dvorak Hus  
250 NOV DIV II  
Norbert Lippert Yam  
Gary Arnold Yam  
Greg Miller Yam  
**OPEN NOV DIV I**  
Ron Hart Mai  
John Roeder Yam  
Derrick Knepper Hus  
**OPEN NOV DIV II**  
Philip Oveland CZ  
Curt Wilcox Yam  
Dan Ford Mai  
125 AM  
Neal Snarr Yam  
Alan Rohrer Hon  
Steve Sevens Yam  
250 AM  
George McNamara KTM  
Richard Voss Bul  
Larry Wosick Hus  
**OPEN AM**  
Paul Marino Mai  
Jim Norris Mai  
Tim Alarcon Suz  
125 EX  
Mike Marquez Hus  
Jim Lesniewski Hus  
Jeff Watts Hus  
250 EX  
Dennis Brand Suz



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**DRA Greasewood Derby**  
**California City, Calif.**  
**April 17, 1976**  
**By Dale Brown**

|                  |     |
|------------------|-----|
| OPEN EX          |     |
| Bob Balentine    | KTM |
| Jamie Avels      | Yam |
| Morgan Malocco   | Yam |
| OPEN AM          |     |
| Tony Harris      | Yam |
| OPEN NOV         |     |
| Paul Ingels      | Yam |
| Ronald Adolph    | Hus |
| Ken Briggles     | Yam |
| OPEN BEG         |     |
| Gary Corn        | Yam |
| Mike Gaines      | Hus |
| Willis Pritchett | Yam |
| 250 EX           |     |
| Dean Miller      | Yam |
| 250 AM           |     |
| Neal Crane       | Yam |
| Doug Posson      | Yam |
| 250 NOV          |     |
| Ron Smith        | Yam |
| Dave Gordon      | Bul |
| 250 BEG          |     |
| Henry Roberts    | Hus |
| 0-200 EX         |     |
| Tom Kelly        | Yam |
| Jeff Lambson     | Yam |
| Lee Wilson III   | Hus |
| 0-200 NOV        |     |
| Steve Grenke     | Yam |
| Todd Whitney     | Yam |
| Mike Cookson     | Yam |
| 0-200 BEG        |     |
| Darren Pritchett | Yam |
| SR EX            |     |
| Gus Paul         | Yam |
| SR AM            |     |
| Bob Midkiff      | Yam |
| SR NOV           |     |
| Clayton Fees     | Yam |
| Keith Soesbe     | Yam |
| SR BEG           |     |
| Joe Hartel       | Yam |
| PP NOV           |     |
| Michelle Griffin | Hus |
| PP BEG           |     |
| Lizzie Broussard | Yam |
| MINI             |     |
| Kelly Kiine      | Yam |
| Scott Atchison   | Hon |

**Elsinore TT**  
**Elsinore, Calif.**  
**March 27, 1976**  
**By Andi Gangewer**

|                  |     |
|------------------|-----|
| MINI BEG NOV     |     |
| Adam Olier       | Hon |
| Brian Pierce     | Yam |
| Chris White      | Yam |
| MINI AM EX       |     |
| Eugene Brown     | Yam |
| Benjie Meyer     | Yam |
| Larry Ezell      | Yam |
| 100 COMB         |     |
| Eugene Brown     | Yam |
| Jim Snow         | Yam |
| Jim Everett      | Yam |
| 125 BEG          |     |
| Kevin Mast       | Yam |
| Scott Carnes     | Suz |
| Jay Carlson      | Suz |
| 125 NOV AM       |     |
| Dale Dugger      | Hon |
| Paul McPherson   | Yam |
| Kirk Johnson     | Yam |
| 250 BEG NOV      |     |
| Bryan Thibodeaux | Yam |
| Dave Weinberg    | Mon |
| Matt Parker      | Yam |
| 250 AM EX        |     |
| Bruce Reynolds   |     |
| Ron Sheets       | Hon |
| Chris Choisser   | Yam |
| OPEN COMB        |     |
| John Steeber     | Yam |
| Pat McCann       | Yam |
| Pat Dobbins      | Tri |
| SPEC EX          |     |
| Chris Choisser   | Yam |
| John Steeber     | Yam |
| Glen Rees        |     |

**SRA Suzuki Series**  
**Carlsbad, Calif.**  
**April 11, 1976**

|                 |     |
|-----------------|-----|
| 250 ADV         |     |
| Wayne Martin    | Hus |
| Dale Anders     | Bul |
| Joe Padilla     | Hus |
| 250 NOV         |     |
| Tony Faux       | Yam |
| Jerry Drescher  | Suz |
| Bill Misener    | Yam |
| 200 ADV         |     |
| Dale Anders     | Bul |
| Jim Myers       | Hon |
| W.T. Pattison   | Yam |
| 200 BEG         |     |
| Jim LaClair     | Yam |
| Mario Hutchins  | Bul |
| Steve Runnels   | Yam |
| 200 NOV         |     |
| Greg McKenzie   | Yam |
| Tom Knoblauch   | Hus |
| Dale Garriguez  | Suz |
| 100 COMB        |     |
| Kent Myers      | Yam |
| Andy Robeson    | Yam |
| Greg Redmond    | Yam |
| GIRLS DIV       |     |
| Louise White    | Yam |
| Debra Berry     | Hon |
| Marjorie Haynes | Bul |
| 80 COMB         |     |
| Mitch Fisher    | Yam |
| Charles Moore   | Hon |
| Jeanette Fisher | Yam |
| OVER 35 CLASS   |     |
| Dave Crofoot    | Yam |
| Gary Sigman     | Suz |
| Adam Padilla    | Suz |
| 250 BEG         |     |
| Andy Anderson   | Suz |
| Mark McFarlane  | Hon |
| Dan Wright      | Hus |
| OPEN BEG        |     |
| Don Young       | Yam |
| Steve Anear     | Yam |
| Mike Roach      | CZ  |

**Mosier Valley MX**  
**Arlington, Tex.**  
**March 21, 1976**  
**By D.H. Nielsen**

|                |     |
|----------------|-----|
| JR MINI        |     |
| Jay Zee        | Yam |
| Jerry Martin   | Yam |
| Morris Troxell | Yam |
| SR MINI        |     |
| Derek Wedding  | Yam |

|                    |     |
|--------------------|-----|
| Tony Nielsen       | Hon |
| Jerry Surber       | Yam |
| OVER 30            |     |
| Leo Schellenberger | Yam |
| Vic Doyle          | Bul |
| Jim Edwards        | Yam |
| 100 NOV            |     |
| Barry McClish      | Yam |
| Mike Pierce        | Suz |
| Skipper Frank      | Yam |
| 100 INT            |     |
| Todd Young         | Suz |
| Tommy Cureton      | Yam |
| James Roberts      | Hon |
| 125 NOV DIV I      |     |
| Terry Maddalozzo   | Yam |
| Gary Harrison      | Yam |
| Jimmy Whitten      | Hon |
| 125 NOV DIV II     |     |
| David Donaldson    | Hon |
| Jimmy Jones        | Suz |
| Eddy Pate          | Yam |
| 250 NOV DIV I      |     |
| Dennis Goodson     | Suz |
| Joe Harrison       | Yam |
| Kent Jones         | Bul |
| 250 NOV DIV II     |     |
| Brian Wilson       | Yam |
| Todd Fox           | Pen |
| Maury Rawlings     | Bul |
| 125 INT            |     |
| David Jones        | Hon |
| David DiCorte      | Yam |
| David Gaunce       | Yam |
| 125 EX             |     |
| Ricky Madole       | Hon |
| Louis Presley      | Hon |
| Dicky Turnbo       | Yam |
| 250 INT            |     |
| Stan Cross         | Bul |
| Scott Hudson       | Yam |
| Charles Wiese      | Yam |
| 250 EX             |     |
| Randy Tarter       | Bul |
| Dicky Turnbo       | Hus |
| Nat Segovia        | Bul |
| OPEN INT           |     |
| Kent Smith         | Yam |
| Richard Davis      | Hus |
| Bob Bennight       | CZ  |
| OPEN EX            |     |
| Randy Tarter       | Bul |
| David Fox          | Suz |
| Kevin Brown        | Yam |

**AMC-OCIR MX**  
**East Irvine, Calif.**  
**March 31, 1976**  
**By Joel Jamieson**

|                 |     |
|-----------------|-----|
| MINI BEG        |     |
| Jim Fulstrum    | JBS |
| David Hulbert   | Yam |
| Dan Setley      | Hon |
| MINI PRO        |     |
| Steve Shippy    | Yam |
| Dean Cates      | MM  |
| Scott Watson    | Yam |
| 100 BEG         |     |
| Pat Kehoe       | Hon |
| 100 JR          |     |
| Jerry Lee       | Hon |
| Alex Cruz       | WH  |
| Mark Spraggas   | Hod |
| 100 PRO         |     |
| Jim Gallagher   | FMF |
| Randy Skinner   | Hon |
| Tim Murphy      | Hon |
| 125 PRO         |     |
| Scot Clifton    | T&M |
| Pat Delligata   | WH  |
| Vince Van Hook  | Yam |
| 125 INT         |     |
| Chris Fortier   | Hon |
| Andy Guth       | T&M |
| Rich Reveles    | FMF |
| 125 JR          |     |
| Brett Meyer     | Hon |
| John Ruby       | Hon |
| Wayne Wells     | Hon |
| 125 BEG I       |     |
| Kevin Dick      | Suz |
| Henry Messe     | Yam |
| Doug Jordine    | Hon |
| 125 BEG II      |     |
| Tim Earle       | Hon |
| Dave Douglas    | Suz |
| Dave Himelpeich | Yam |
| 250 PRO         |     |
| Richee Collins  | KTM |
| Aaron Bassett   | Mai |
| Tom Cross       | DCR |
| 250 INT         |     |
| Jim Montgomery  | Suz |
| Rick Smith      | Suz |
| 250 JR          |     |
| Scott Kinnier   | Yam |
| Lowell Draper   | YZ  |
| Marvin Masuda   | Hon |
| 250 BEG         |     |
| Tim Dewees      | Hus |
| Randy McBride   | Yam |
| Wally Niyamura  | Bul |
| 500 PRO         |     |
| Joe Johnston    | Suz |
| Dan Finell      | CZ  |
| John Easton     | Yam |
| 500 INT         |     |
| Michael Bomer   | Suz |
| 500 JR          |     |
| Fred Halliday   | Bul |
| 500 BEG         |     |
| Steve Kerr      |     |
| Jerry Evans     | Yam |
| Stan Sowel      | Yam |

**CMC Night MX**  
**Irwindale, Calif.**  
**April 9, 1976**  
**By Tom Blattler**

|                |     |
|----------------|-----|
| MINI JR I      |     |
| Mike Brennan   | Yam |
| Greg McConnell | Hon |
| Bob Kirschke   | Yam |
| MINI JR II     |     |
| Ryan Eidee     | Yam |
| Bill Ewing     | Hon |
| Tom Maxstadt   | Hon |
| MINI EX        |     |
| Mark Maxstadt  | Yam |
| Kavin Bowden   | Hon |
| Andy Orescanin | Hon |
| 100 JR         |     |
| Ladell Eide    | Hon |
| Jim Hall       | Yam |
| Angel Montoya  | Yam |
| 125 JR I       |     |
| Dave Beckner   | Yam |
| Deith Ehlers   | Hon |
| Bruce Elletson | Hon |
| 125 JR II      |     |
| Kevin McMillan | Suz |
| Greg Bedford   | Hon |
| Mickey Tedder  | Hon |
| 125 JR III     |     |
| Mark Hickey    | Hon |
| Jim Couister   | Yam |
| Scott Williams | Yam |
| 125 INT I      |     |
| Bill McFarland | Hon |
| Joe Licciardi  | Hon |

|                  |     |
|------------------|-----|
| Gene Gayo        | Hon |
| 125 INT II       |     |
| Pat Delligata    | Hon |
| Steve Greenberg  | Yam |
| Darrell Hutchins | Hon |
| 250 JR           |     |
| Rick Cranford    | Yam |
| Craig Davis      | Yam |
| Frank Asay       | CZ  |
| 250 INT          |     |
| Dennis Brown     | Yam |
| Lance Gunn       | Suz |
| Bill Petras      | Mai |
| 500 JR           |     |
| Thom Miller      | CZ  |
| Marc Crosby      | Mai |
| John Barr        | Suz |
| 500 INT          |     |
| Shawn Underwood  | Yam |
| Kevin Corson     | Suz |
| Art McClain      | CZ  |
| FOUR-STROKE      |     |
| Mike Bell        | Hon |
| Chris Gray       | Hon |
| David Servais    | Yam |
| 125 PRO          |     |
| Jeff Vidic       | Mai |
| Dave Carlson     | Mai |
| Bill Rubly       | Mai |
| 500 PRO          |     |
| Val Tamietti     | Mai |
| Bill Rubly       | Mai |
| Mike Bell        | Hon |

## TROPHY PICKUP

Each listing \$1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Trophies for the 1976 Prospectors "Gold Rush Enduro" may be picked up at the home of Ted Peterson, 4391 Green Ave., Los Alamitos, CA 90720. Please call before pick up; call between 6:00 p.m. & 9:00 p.m. Phone 598-7480. (16/4x)

Trophy wins from 4 Aces Moose Run. Anyone who didn't pick up their trophy at the trophy presentation on April 10th must contact Marge Jenkins (213) 985-1924 & arrange to pick up their trophy in 30 days, otherwise they will forfeit their trophies. (16/2x)

**Half Mile**  
**Ascot Park**  
**Gardena, Calif.**  
**April 16, 1976**  
**By Maureen Lee**

|                 |     |
|-----------------|-----|
| NOVICE MAIN     |     |
| Eddie Lawson    | Bul |
| Don Grigsby     | Yam |
| Wyatt Scorggins | Yam |
| Dale Reed       | Yam |
| Charlie Summers | Yam |
| Time: 3:14:05   |     |
| JR/EX MAIN      |     |
| Alex Jorgensen  | Nor |
| Ted Davidson    | Yam |
| Rob Morrison    | H-D |
| Walt Foster     | Tri |
| Steve Eklund    | Yam |
| Time: 5:49:30   |     |
| NOV TROPHY DASH |     |
| Mike Devlin     | Yam |
| Eddie Lawson    | Bul |
| Tim McWhorter   | Yam |
| Time: 1:15:26   |     |

**TT Scrambles**  
**Riders M.C.**  
**Elsinore, Calif.**  
**April 11, 1976**  
**By Maureen Lee**

|                     |     |
|---------------------|-----|
| MINI MOTO           |     |
| Chris Cannon        | Yam |
| David Dove          | Yam |
| Dan Wendt           | Yam |
| 125cc COMB MOTO     |     |
| Jim Strain          | Hon |
| Danny Perkins       | Hon |
| Steve Polson        | Yam |
| 250 JR/EX MOTO      |     |
| Don Tortorelli      | H-D |
| Eddie Beeson        | Yam |
| Greg Zehner         | Y-Z |
| 350-500 NOV/JR MOTO |     |
| Steve Tinsley       | Bul |
| Jim Bearup          | Hon |
| Tim Walton          | Yam |
| 500 OPEN JR MOTO    |     |
| Pat Dobbins         | Tri |
| Wayne Melanson      | Yam |
| Jim Redding         | Yam |
| 500 OPEN EX MOTO    |     |
| Rex Hailey          | Yam |
| Don Grigsby         | Yam |
| Steve Miller        | Yam |
| 250 NOV MAIN        |     |
| Mitch Zehner        | Y-Z |
| Ivan Oden           | Yam |
| Kerry Picken        | Yam |



# Neil Keen



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# CENTRAL PIPELINE



125 Intermediates take on vicious Whitney whoop. Eventual winner Arthur Prater zeroes in.

## Priddy Bulls Lake Whitney MX

By Dave Nielsen

WHITNEY, TEX., MAR. 28

The 1976 Bultaco made an impressive debut in Texas today at the monthly MX of Whitney Cycle Ranch, as Wyman Priddy took two of them out of the crates and dominated the 250 and Open Expert classes easily. "I've been having a time even finishing one race, and now this," exclaimed the pleased Cowtowneer.

In contrast to big-bore racing was the wild and wooley 125 Expert bash, eventually won by Honda mounted Louis Presley with two second place finishes, while crashes and DNFs plagued most of the 18 other entries. Presley, Richard Reeves (Hon), Mel Newman (Suz), and Danny Doss (Hon) flew in tight formation in the opening laps of moto one, with no one able to pull any daylight. Then on lap four, Reeves got off line in the scoring tower ess turn, saving it but taking Newman's front wheel in the process. Mel jumped up, but his bike was hopelessly loaded up and wouldn't crank, leaving it to Presley, Reeves, Doss, and Eddie Roberts (Yam), who spilled on the next lap, putting Jimmy Martin (Hon) in fourth. Lap six saw Reeves go ahead to stay, holding off Presley and Doss at the flag.

Newman returned to charge by Presley in the final, but Louis kept a cool head to take the overall, as Reeves got a poor start, and Doss was out of action. Reeves moved through the field into fourth, which would have secured second OA, but on the last lap became another victim of Whitney's infamous hospital sweeper, going high off his sideways Honda. With three of the first round's top four out of it, Eddie Walker (Yam) moved into second overall at 5-5, ahead of Glen Johnson (Hon, 9-3), Eddie Roberts (8-4), and Larry Smith (Yam, 7-6).

Houston riders Jay LeBlanc (C-A) and Scott Smith (Hus) were heading for victory in the 250 Novice after going 1-2 in the first moto, but piled up just after the start of the final in turn three, where Reeves had bought it in the 125. Duncanville's Joe Harrison (Yam) went

on to win it with 4-1 marks, edging Austin Husky rider David Oliver, who was third both times.

This same turn was also the end of the line for Stan Cross (Bul), crashing out of the lead of the 250 Intermediate second moto. Advancing Novice Dennis Goodson (Suz) took class honors finishing 3-1, with first round winner Boyce Gholson (Suz) fading to 12th, and Charles Wiese (Yam, 6-2) moving to second over Doug Thompson (Hus, 4-4).

## Wide open at Mosier Valley

By Dave Nielsen

ARLINGTON, TEX., MAR. 21

A newly routed, jump-filled track greeted over 350 entrants at Mosier Valley MX Park today, as many who were in town for the Texas Stadium MX stayed over and discovered the true meaning of WFO. The combined efforts of Bill Simpson, George Neil, DeVaughn Mitchell, Dale Edgeworth, John Woolley, Mixon the 'dozer man, and the rest of the MVMXP crew paid off with an outasight track built, as in the past, to be a true rider's track — well prepared and demanding. One out-of-town Expert was heard to say while watching a 125 Novice moto, "...and these are just the Novices? Jeez, how fast are the Experts?"

Indeed, the morning's Novice program was a gas in itself. Jay Zea (Yam) kicked it off with a 3-1 to take Junior Mini honors over Jerry Martin (Yam, 1-4), followed by Derek Wedding's sweep of Senior Mini. Proving that old flat trackers never die, Leo Schellenberger made a rare appearance to upset Vic Doyle in the Over 30 second moto. Putting two thirds together won the 100 Novice class for Barry McClish (Yam), as heat winners Mike Pierce and Skipper Franks ended second and third. During the second moto of the 100, Gary Culpepper of Dallas smacked a tree and was rushed to the hospital with a serious head injury.

When racing resumed, it was showdown time in the 100 Intermediate, and Mike Hawthorne had it won, but got crossways over the last jump, sending him and his Suzuki into a

ground-sky shuffle 50 feet from the checkered flag. After a day-long battle with Hawthorne, Cajun Todd Young (Suz) then crossed the winner, trailed by Tommy Cureton (Yam). Mosier Valley is now offering letter jackets to those winning five races, and 125 Novices Terry Maddalozzo and David Donaldson are on their way to getting the first ones. Terry took his third straight class win in Division I, and today made two for David in Division II.

In a tremendous 34-rider 125 Intermediate race, it was tooth and nail all the way, with David Jones (Hon, 2-2) edging David DiCorte (Yam, 1-3) in a tie for the overall first. Dennis Bishop (Hon) smoked 'em all in the second moto, but it added up badly with his DNF in the opener. Always quick David Gaunce (Yam) marked 3-4 to take third, while Light Brown Jr. Lancione (Hon) went 5-5 over "Zeb" Terrell's 4-6.

Hal Secker (Kaw) crossed the finish line first in both 250 Intermediate motos, but unfortunately, didn't start the first race from the starting line, which is a basic no-no. Secker's disqualification moved Stan Cross (Bul) to first, followed by Scott Hudson (Yam, 2-4) and Charles Wiese (Yam, 7-3). Cleburne Yamaha's Kent Smith handled the Open Intermediates easily with firsts in both rounds, while Richard Davis (3-2) drove a Husky into the runner-up slot.

Imagine 24 bikes with stuck open throttles and you have today's 125 Expert class. Houston flier Shaun Kelley (Hon) holeshot both motos, but each time went down under extreme pressure from such as Richard Reeves, Danny Doss, Louis Presley, Dicky Turnbo, and class winner Ricky Madole, young Shreveport pro who defied great odds and won his second straight 125 class race at Mosier with 1-2 finishes. Crashes claimed Reeves and Doss, pulling them from the overall list, although Reeves was a strong second in round one, and Doss won the final, both on D/FW Elsinores. Presley's rocket Honda carried him to second at 3-4 behind the similarly-powered Cajun, while Turnbo and his YZX Yamaha picked up third at 6-3 over Doug Cook (Yam, 7-5).

With many AMA pros absent, it was Randall Tarter's day to cash in. Randy won both the 250 and Open Expert classes, keeping his Bulls in control all the way, downing 24 in the 250 and 20



in the Open, taking a major cut of the \$663 purse.

Late Sunday night, we learned that Gary Culpepper, who had crashed in the 100 class, died of brain damage at Parkland Hospital in Dallas, despite neurosurgeons' efforts. Gary, a fine young man of 14, will be missed by his parents, two brothers and sister, all his friends, and everyone who loves racing. Our sincerest sympathies to the Culpepper family.

Results in Results Section.

## Schellenberger, Shobert double up at Ross Downs

By Dave Nielsen

COLLEYVILLE, TEX., MAR. 26

The 1976 short track season got underway tonight at Ross Downs, with might mite Roger Schellenberger riding Yamahas to wins in 65 and 85cc action, followed by another double win by Lubbock's Don "Bubba" Shobert, who aced the 125 on a Kawasaki and the 250 on a Bul Astro. In the 360 Main, Bill Orr drove his Honda thumper by Phil McCasland on the last lap for first place gold.

The Ross Downs facility is considerably improved from last year, and now sports plyboard fencing nearly all around, plus a new oil-clay surface on the banked quarter mile oval. This year, both Ross Downs and Buffalo Park Speedway are sanctioning all races with AMA, deviating from the "Semi-Pro" programs of last year. That is, all races will be purely Amateur (trophies only) except for one "Class C" or all-pro event at each track per month.

Results in Results Section.

PHOTOS BY DAVE NIELSEN

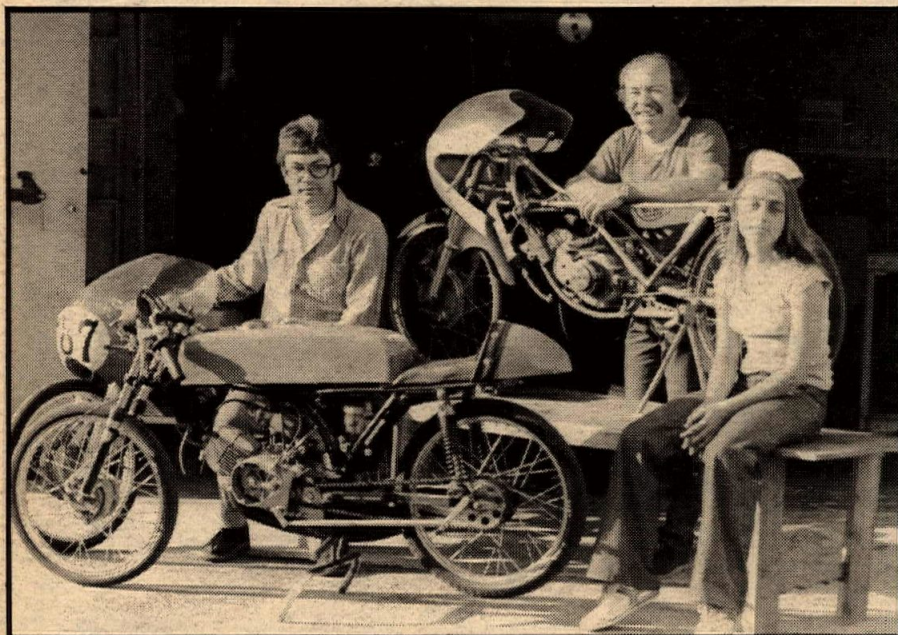


(Above) Bill Orr (1) waited until the last lap to pass Phil McCasland (237) for the main. (Below) Texas' best 125 Experts blitz Mosier Valley with Shaun Kelley (46) leading Doss (437), Turnbo (84) and Reeves (125).





# THE FASTEST 50s THIS SIDE OF EUROPE: WHEN YOU'VE GOT 30 MPH ON YOUR COMPETITION, WHAT DO YOU DO FOR AN ENCORE?



The Garavoglia stable. Suzuki foreground, Villa on bench.

By John Ulrich

Franco Garavoglia owns three 50cc road racers worth a total of over \$7,500. With Bob Nolan riding the three little machines, Garavoglia Engineering has become an institution in 50cc road racing in California. That isn't much of a surprise. Most of the competition rides 50cc Ital Jets. The going price for an Ital Jet is about \$350.

"The general opinion is that the 50cc class is for little kids," says Garavoglia as he works in his garage at home in Lakewood, California. "But if they knew the work it takes just to make a 50 fast..." He gestures at the machines assembled around him, one complete except for fairing, the other two with disassembled engine and frame components. "I'm never in the house. I never sleep."

The obvious question is, why spend the money on 50cc machines instead of larger and faster bikes?

"It's not as expensive, just because of the displacement," Garavoglia explains. "The enjoyment, as far as working on the bikes, is the same."

Rider Bob Nolan feels that racing a 50cc machine successfully requires more skill than riding a larger machine. "They're very exacting. On a larger bike you can make mistakes and make up for them with the power. On a 50, any small mistake which causes a loss of momentum becomes a serious mistake."

These men have established plenty of momentum. On February 15, Nolan used the latest addition to the fleet, a watercooled, rotary-valve Moto Villa, to place second overall (within sight of John Chermak's winning 200 Yamaha) in the combined 125-200 Production/50-100 GP class in an AFM race held at Ontario Motor Speedway. Usually, the faster 200cc and 125cc Production bikes lap all the 50s.

The other machines owned by Garavoglia are a watercooled,

rotary-valve Rimghini, and a home-built, air-cooled Suzuki rotary valve.

Garavoglia built the first of the three machines from a 50cc Suzuki Gauchito trail bike. It doesn't look anything like a trail bike now. The extent and cost (\$3,000) of the modifications are indicative of the technology Garavoglia has used. (Garavoglia, like Nolan, is an emissions control engineer for Fiat.)

Take a look at the Suzuki. The dry clutch jumps out at you. Behind the clutch lives an exotic transmission, a 5-speed with the tallest first gear ever seen or felt by an ex-Gauchito. Garavoglia built the gear himself, machining, welding, and heat treating parts from another machine to fit the Suzuki transmission.

During one of the Suzuki's first races, vibration broke the exhaust pipe at the mounting flange. Now, the pipe is spring mounted at the head, and rubber mounted at the frame. The pipe itself, one of several Garavoglia built, added 1,000 rpm to the top end. The engine now turns 14,500 rpm.

The fork was shortened, and a hand-built, longer-than-stock swingarm added. S&W shocks are mounted upside down because Garavoglia believes that they provide instantaneous damping that way. The rear sets are positioned farther back than the rear sets used on competitor's bikes, and they work.

Gauchitos, when they were available, were equipped with oil injection. Garavoglia runs pre-mix in the fuel tank now. But to make sure that the crankshaft is well lubricated, he also has installed a simple and effective oil metering system to replace the original CCI injection system pump. Using the same oil channels as the stock system, oil from a small plastic tank mounted behind the battery is metered to the crankshaft by a small check valve. Every time the piston rises, suction in the

crankcase opens the check valve and oil runs into the crankshaft bearings. The system is simple, light, and has resulted in a crankshaft that is within tolerances after a year of 14,500 rpm racing.

A Fiat coil provides the spark for the total-loss battery ignition. Development of the bikes, according to Garavoglia's estimates, cost him \$3,000. That \$3,000 bought him the fastest 50cc machine racing in California during 1975. Nolan missed winning the AFM 50cc Championship with it by a few points — only because he did not attend all the points races.

As fast as the Suzuki was in 1975, Garavoglia wanted more speed. He returned from a trip to Italy late last year with two factory GP 50s built for World Championship racing. His wallet was \$4,500 lighter.

What he brought home were two

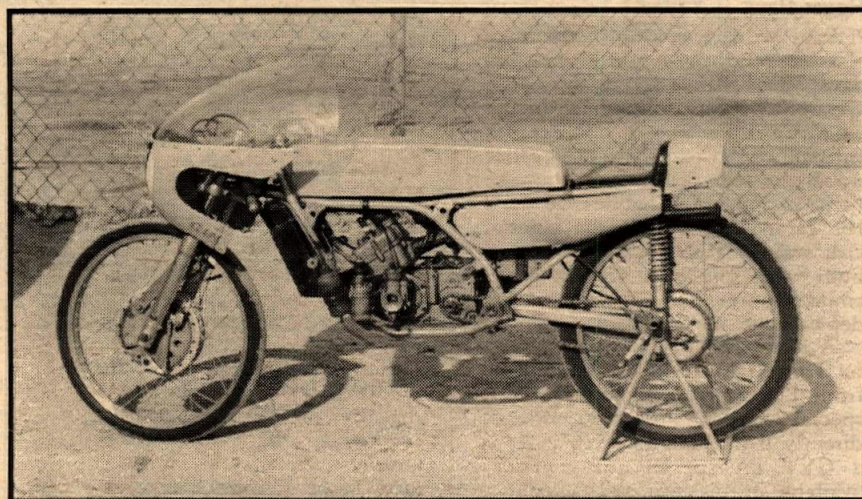
the radiator.

A Motoplat ignition fires the Villa. The engine turns 15,500 rpm, although the cylinder is not ported very radically. Garavoglia is certain that more horsepower can be pulled from the bike, which already tops 100 mph. (Most Ital Jets are lucky to top 70 mph.)

The Villa frame is painted a sickly orange hue. Every frame gusset and brace is drilled for lightness, and file marks show where frame modifications have been made.

"They just go fast in Europe," says Nolan. "They don't care about the looks."

The Rimghini is faster than the Suzuki, but not as fast as the Villa. A new paint job has improved its look — it came from Italy with a thin blue coating of paint as sickly as the Villa's orange. It is also watercooled and rotary valved. The factory claims it will turn 16,000



Itsy bitsy teeny weeney freshly painted blue Rimghini. Note rear-facing exhaust, huge waterjacket. Swingarm-mounted rearsets are a Garavoglia trademark.

one-offs, a 1971 Rimghini, and a Moto Villa of similar vintage. Both are ugly, cobby, rough prototypes, the antithesis of what Americans think of as "works" machines. But beneath that cobby appearance, under the hideous paint that couldn't hide rough welds and file marks, beyond the rubber bands holding on the Villa's radiator, lived pure function. The machines were built to be bullets, and they are.

"The advantage of these bikes," says Garavoglia, "is that they are built for racing. As far as gear ratios go, they're right on the money. And, of course, with a dry clutch, you can stick a very long first gear on them." Both the Italian machines have six-speed transmissions.

The Moto Villa's radiator, besides being suspended on the frame with handfuls of rubber bands, is also plugged in three places with wood stoppers. The fittings now blocked with wood show that the Villa factory experimented with different routings of water from engine to radiator. With the fitting now in use, the water is routed from the crankcase behind the cylinder to

rpm. So far, Nolan has been able to make it run 14,500 rpm.

Garavoglia hopes to get more horsepower out of the Rimghini. He also plans to water-cool the Suzuki.

"It's a shame this class hasn't gotten going like it has in Europe," says Nolan, well aware that at Garavoglia's current-rate of development, his mounts will remain out of reach of the competition.

Garavoglia wishes there was some semblance of competition, too. In fact, he hopes to be able to build some more Suzukis to sell to serious 50cc racers. He thinks that with the research and development already done on his first machines, the next one will be easier and less expensive. Garavoglia estimates that he will be able to make a Gauchito into a road racer for about \$800, not including top-secret engine modifications.

In the meantime, Nolan will most likely keep on winning. With the three fastest 50cc machines in California — the fastest more than 30 mph faster than most of the other entrants in the class — what else can you do?

# 50cc ROAD RAC



## THE COMPETITION: THEY KEEP ON TRYING, AND HOPE THAT NOLAN WON'T SHOW UP

### Paul Wilde — Yamaha

Before Bob Nolan and Franco Garavoglia decided to take home the 50cc class and keep it, Paul Wilde was king. He built his 50cc Yamaha 10 years ago for short track racing, then converted it to road racing. The engine started life as a 1964 YF1, and the frame is from an old Tohatsu. For anyone who doesn't ride a Garavoglia Engineering Suzuki, Rimghini, or Moto Villa, that little YF1 has been trouble since it first rolled on asphalt.

A motorcycle mechanic by trade, Wilde manufactured his own front disc brake assembly. He only races CMC events, and has an impressive winning record — at races where Nolan didn't show up or didn't finish.

### Roger Davis — Yamaha

If Paul Wilde was king of the 50cc class in the pre-Nolan/Garavoglia days, then Roger Davis was heir apparent. Davis is a dealer racing consultant for Yamaha International Corporation. In other words, he tells dealers how to make their racing snowmobiles go fast. His garage at home in La Mirada, California is stuffed with machinery built with the best secrets Davis could absorb in the Yamaha racing department.

A Honda CR110 frame modified by Tom Rightmyer, a frame builder from Fullerton, California, holds a special 5-speed engine ordered directly from Japan. The cylinder is a GYT kit special not generally available in this country.

Davis built the bike's CDI unit from both snowmobile and motorcycle parts. The carburetor is a side-change main jet model off a prototype Yamaha 100cc engine. Davis doesn't like to talk about the pipe. The dimensions are top secrets left over from Yamaha's late-1960 GP battles.

As it sits, the machine has four wins to its credit. Davis says he never had a race with Wilde when the machine was running at its best, and he's never beaten Wilde's Yamaha. He believes that he can beat Wilde if everything works as it should. The only trouble is that

now, beating ex-king Wilde doesn't guarantee a win.

### Jim Ahrens — Sachs

Jim Ahrens won his first 50cc race recently, after a long succession of failures and seizures. His Sachs 50cc chrome barrel GP engine has been modified by E.C. Birt. It rides in a Mondial frame with Honda SL70 forks, an Ital Jet front brake, and a Mondial rear brake.

"I like something different, something no one else can get," says Ahrens. His Sachs engine is so "different" he can't get a replacement piston for the one that seized the first time he raced the machine. He keeps on running it anyway.

Running it anyway paid off at Riverside Raceway on March 21. Nolan's Moto Villa bullet broke its spark plug on the starting grid. By the time Nolan got a new plug to replace the one which had lost its insulator inside the cylinder, Ahrens was too far gone to be caught. (Davis and Wilde weren't entered in the race.)

### Almost everybody else —

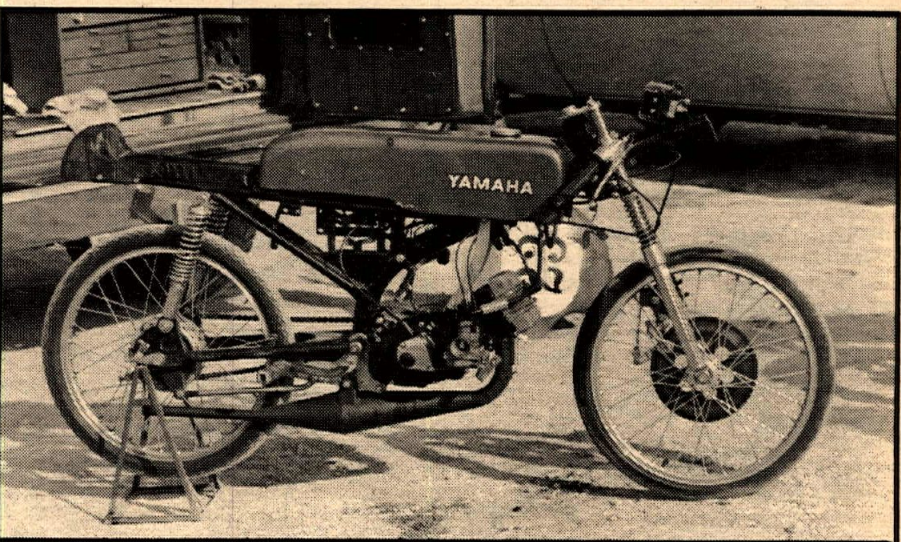
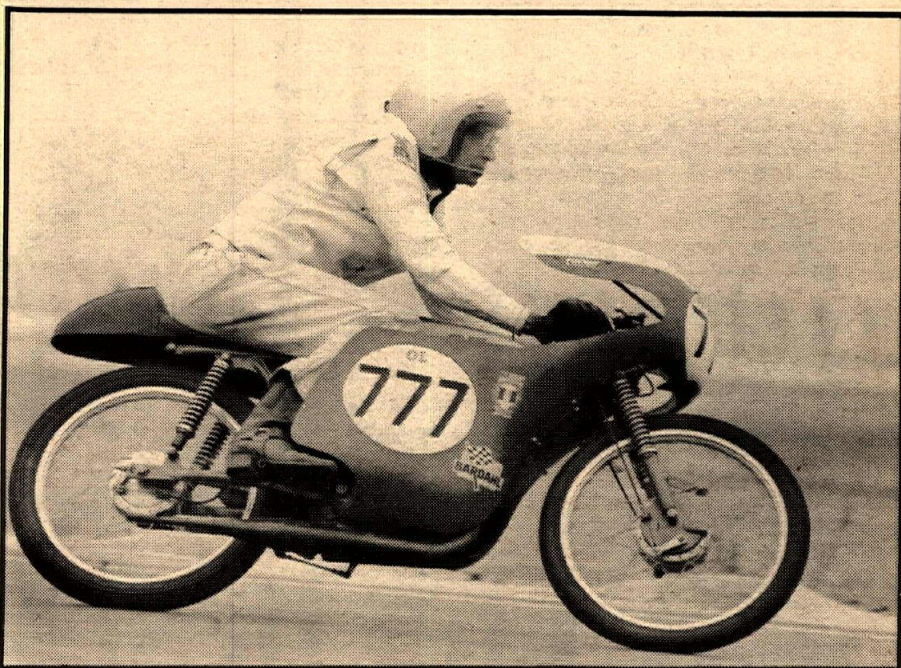
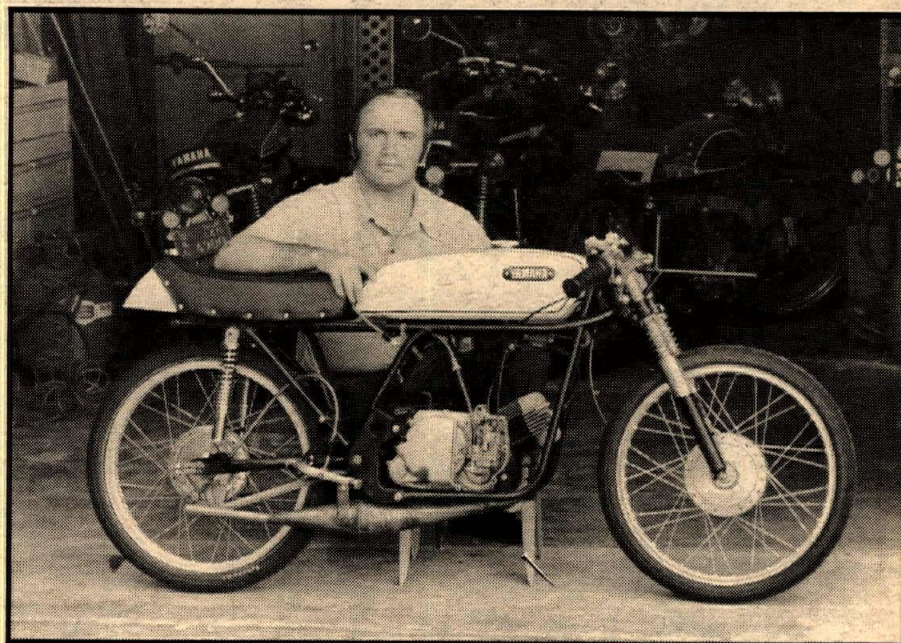
#### Ital Jet

Rudy Galindo won the AFM 50cc class championship in 1975 with an Ital Jet borrowed from Sid Chambers and Ed Kelly. Chambers and Kelly have been the keepers of the faith for the 50cc class, even during the years that few raced in the class and no one cared. Now, the 50cc class seems to be making a comeback, with a record 16 entrants showing up for a recent race. Most of those riders race Ital Jets, and Ital Jet headquarters for California is at the Long Beach motorcycle shop of Chambers and Kelly.

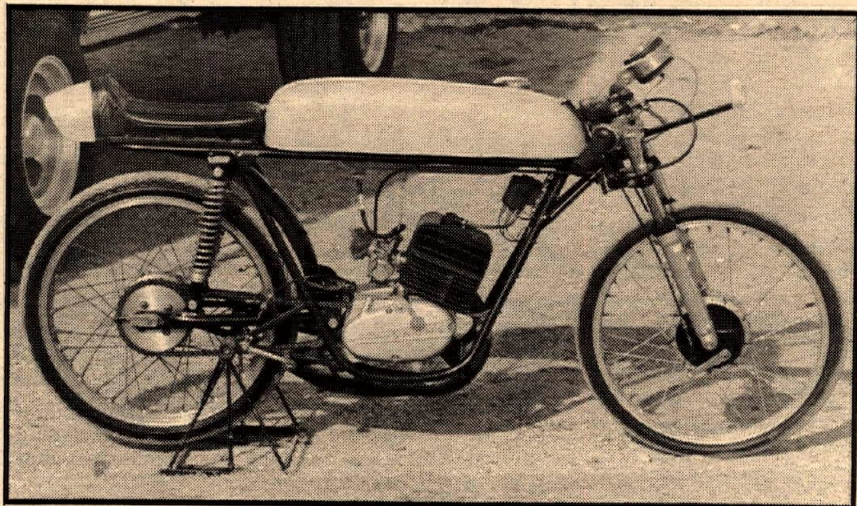
The Ital Jets are slow, and don't have much of a chance of winning. But for a racer to have a good time, all that is needed is another racer to race against, preferably one with equal machinery.

The Ital Jets are almost all equally slow. No matter who wins 50cc GP, back in the pack will be a handful of Ital Jets, evenly matched.

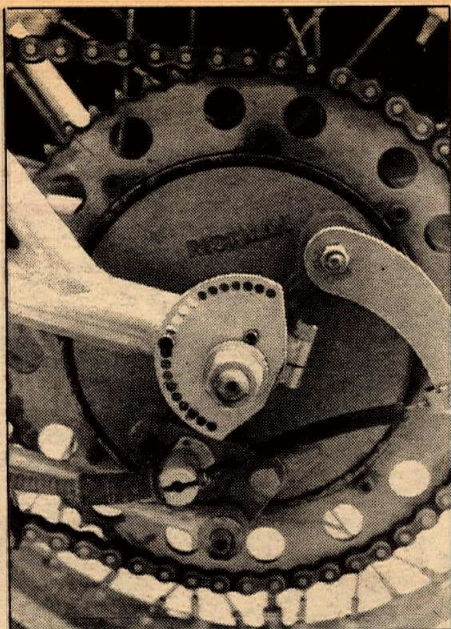
Maybe that's where all the real racing is.



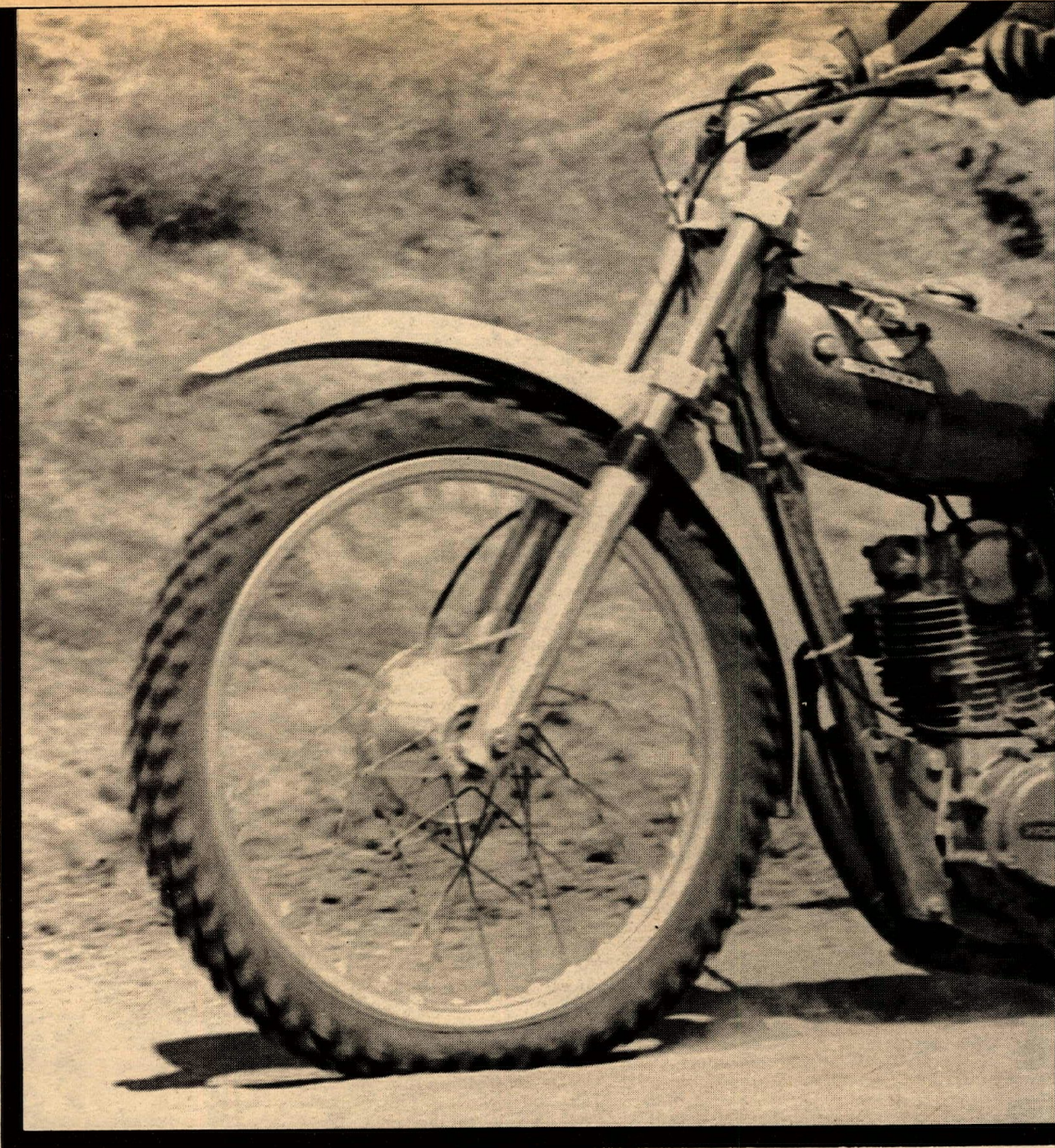
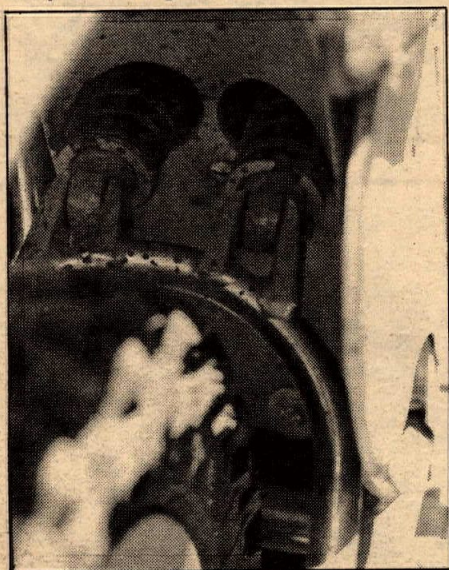
Challengers and heirs-apparent: Top, Roger Davis and his Honda-Yamaha hybrid; center Ed Kelly representing "everybody else" on an Italjet; bottom, Paul Wilde's sano disc-braked YF1-Tohatsu; left, Jim Ahrens' very rare Sachs. The neat thing about the 50cc GP class, you can make it as cheap or as expensive as you want — and still have someone to race with.







(above) Eccentric cam chain adjuster is secured by an Allen bolt. (below) Dual gas Girling shocks hide under the seat, and peek through the fender.



# The best four stroke ever

By Jody Weisel

Eric Cheney is a motorcycle designer par excellence and not a businessman. Which means that he has been building quality racing machines from the deck of a sinking ship. Earlier this year the ship silently slipped under an ocean of financial problems. Perhaps the last design venture of Cheney Racing Products would have been the most successful, but we'll never know.

Doing business with an English firm is similar to going to the dentist; it is a long and painful project. Cheney released press photos of his cantilever Cheney/Honda 250 over a year ago and the public response was ecstatic, but the production output was simply static. No bikes, no satisfied customers, no return orders, no back ordered parts, no parts, no money and soon no Cheney Racing Products.

But the good ship Cheney didn't go down without leaving a legacy of a few grand old singles, in a new form, on the American shores. A number of the cantilever Cheneys came to America to be snatched up by that elusive breed of four-banger fanatics.

The Cheney/Honda is a versatile, multi-faceted piece of equipment that comes in a kit. For \$700 you get a single loop nickel plated frame constructed out of Reynolds 531, aluminum alloy gas tank, seat, rear fender, aluminum side panels, exhaust pipe, airbox, steering head bearings and engine mounting plates for either a 250 or 350 Honda XL engine.

## The frame

At first glance everybody we came in contact with thought the Cheney Honda was a monoshock, while in

reality tucked up under the seat were two Gas Girling shocks (11.9") connected to a lightweight, triangulated rear swingarm. The Cheney kit will accept any type of fork. Where ours was mounted with eight inch travel Betors longer travel Marzocchi or Ceriani units will also fit, as will stock XL Honda items.

Any time you purchase a frame kit there are a multitude of associated problems with finding the right components, accessories, and worst of all making them fit. Cheney has alleviated most of these problems by making all the assorted foo-foo-raw from the best materials. Testing of Cheney products over the past five years has been carried on by Grand Prix motocrosser John Banks, and if John can't break it then Cheney uses it.

The items the buyer is required to buy to complete the machine are; tires, wheels, hubs, forks, shocks and engine. The latitude of this system allows the prospective buyer to pick and choose components that he has trust, knowledge and access to.

As our 250cc Cheney/Honda sits it weighed at under 220 lbs. (wet). At this weight it is clearly competitive with a large number of production 250 and Open two-strokes. The machine is strikingly beautiful with every detail on the frame carefully thought out and artistically finished. The chain adjuster is a machined multi-hole eccentric cam of dural alloy. This one piece of design is foolproof and exceptionally sturdy.

A few frame kits remain in this country, available to those of you with the desire to have something unique and yet functional. Cheney Products America, 215 Highland Ave., Burlingame, Calif. 94010, are the west coast distributors.

## The engine

Take your pick from either an XL 250 or XL 350 and then truck it down to your local tuner and buy the kind of power you want. Cheney supplies the exhaust pipe, which runs down under the frame. The airbox connects to the diagonally mounted carb through a sanitary and tucked in alloy/rubber extension.

Our engine was a stock XL 250 engine with high compression piston, a mildly tricked-out cam, 34mm Mikuni and an internal rotor ignition built by Cheney Products America. Silencing of the thumping report was accomplished by a Super Trapp silencer. The mellow bellow can only be described as a pleasant change from the shriek-and-scream valveless oil burners.

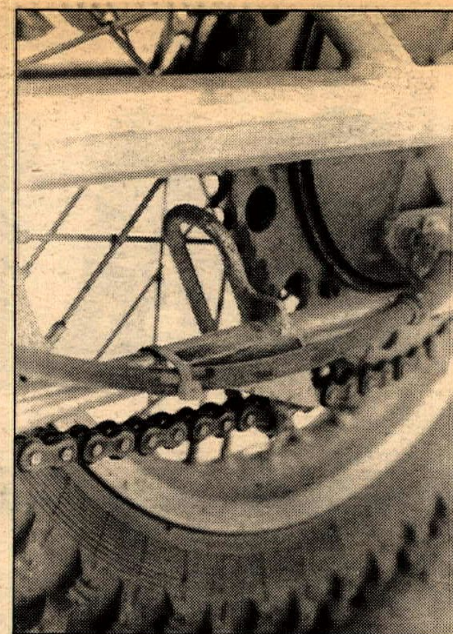
The engine sits low and to the rear of the nickel plated frame to negate much of the expected topheavy awkwardness. It is a tight, but good fit. The man planning on dropping one of these four-bangers together had better bring a friend along to lend a hand.

## The handling

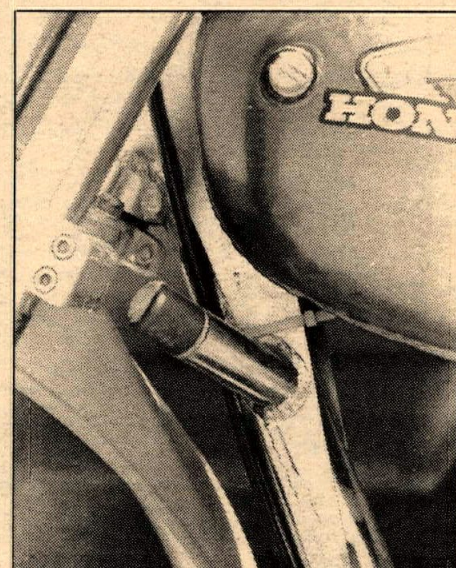
Having watched John Banks boom-ba along to a third place in the USGP two years ago on his big four-stroke we were heavy into an emulation trip when we kicked the cold blooded 250 off. After a rather lengthy warm up period we prodded the shifter and startled ourselves with rapid acceleration and even more rapid deceleration.

Without a big bucks breathed-on engine the bike was deceptively fast. Cruising down the short straights the rider was left with a feeling of plodding along based on sensory input. The noise didn't sound fast, the vibrations came in big slow throbs and the bike





(above) Chain guide is an integral part of the full floating rear brake stay. (below) Fork stop shows quality workmanship and welds.



# goes to Never-Never Land



PHOTOS BY LANE CAMPBELL AND WEISEL

didn't flail about. Yet the senses were fooled as the bike held its own in several mini duels with competitive two-strokes. Everything felt correct about the geometry and handling. The front end would stick and the rear would dig in and drive. The hard burnt California dirt was amenable to the power impulses. It was the best four-stroke dirt bike we had ever tested.

Until we hit the rough stuff that is. The suspension didn't work for motocross, as it had been prepared for casual woods work. The 110 lb. Girlings folded up on landing giving more than the specified seven and one-half inches of travel. To magnify the problem the Betor forks were too soft resulting in a low-rider attitude over every jump. The more we rode the worse they got until the bike began to ground out over the jumps, dragging the engine and pipe and puckering every orifice on the tester's body.

This is a dial-your-own suspension machine and we were dialed in wrong. A little stiffening of the forks and a heavier set of shock springs set the bike up fine for MX pounding, but then the enduro fanatics felt it was too stiff.

All in all the Cheney/Honda is one fine machine; as light as a two-stroke, with four-stroke power, a correct frame, and dial-a-suspension versatility. It is the ultimate woods bike, the pick of the litter for play, a beautifully sculptured status symbol racer and a heck of a good MXer for the man who wants to roost and romp (but probably not win).

Cheney is dead for the time being, but certainly not gone. There will always be an England, a grand old single, and a man to put the two together.



# CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the

person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

## April 23

**D-36 SCRAMBLES**  
Fremont Raceway, Fremont, Calif. Sign up 4-6:30 pm, prac. 5-6:30, race 7 pm. Entry \$4/\$4 pit pass. All classes + minis. 415/651-2545, 327-4461.

**AMA PRO HALF MILE**  
Ascot Park, Gardena, Calif. 8 pm. 213/321-5323, 323-5055.

**INDOOR MC SWAP MEET**  
National Orange Showgrounds, San Bernardino, Calif. 6-11 pm. Adm. \$1.75, under 12 free. 213/588-7310.

**AME NITE MX**  
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry \$5/Pro \$10. Post only. Memb. req. \$8, 100% p.b. 30% brass. \$4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

**CMC NITE MX**  
Irwindale Rcw., take 210 Fwy. to Irwindale Ave., Irwindale, CA. Gate open 4:30 pm, prac. 6, race 7:30. Entry \$6. Memb. req. 213/334-4949.

## April 24

**D-36 NIGHT SCRAMBLES**  
Sacramento Rcw., Excelsior Rd N of Jackson Hwy. Take Bradshaw Rd. off Hwy. 50 to Jackson. Sign up 5-6:30 pm, prac. 6-6:30, race 7 pm. Entry \$5. Watch \$3. All classes & minis. Sacramento, CA.

**CMC SHORT TRACK**  
Cycle Land Speedway, Chico, CA. 14 mi. S of Chico at Hwy. 99E & Gage Shippee Rd. Sign up

5:30-7 pm, prac. 7, race 8 pm. Entry \$4.50/\$6 Ex. Watch \$2.50. All classes thru 360cc. 916/342-9302.

**ELSINORE TT**  
Elsinore Raceway, Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex sign up 6 pm, prac. 7, race 8 pm. Gate \$2, race \$3. 714/674-5383, 826-2386.

## April 24-25

**W/ERA ROAD RACE**  
Texas World Speedway, College Station, TX. Western Divisional Series. Prod., Cafe, GP classes. Sat. Regis. prac. heats; Sun. regis. prac. finals. Finals 11 am Sunday. 602/985-6359.

## April 25

**VRA MOTOCROSS**  
Valley Cycle Pk, Moorpark, Calif. Ventura Fwy. to Fillmore Fwy., to Tierra Rejada off-ramp & R 100 yds. Gate open 7 am, prac. 8, race 9. Entry Mini & PP \$6; Spts mn. \$8/Ex. \$12. Post only. Brass to Jr. p.b. to Ex. No memb. req. \$3000 med. ins. Last VRA race before park closes. 805/529-9546.

**D-36 MOTOCROSS**  
Marysville, Calif. Under 10th St. Bridge. N off 10th St. in Marysville, to 14th St. L & over Levee. All classes & minis. Hi pt. series. Sign up 7-9 am, race 9:30. Entry \$7, \$2.50 watch. 916/674-1036, 673-9681.

**OBSERVED TRIALS EB PITS**  
Frank Raines Park, Patterson, CA. 17 mi. W of Hwy. 5, Patterson exit, follow Rd. R. Start 10 am. Entry \$3/\$4 non-memb.

**5th Annual Stump Jumper.**  
All classes. A&B loop. 415/223-8204.

**AMA PRO HALF MILE**  
35th Ave. & Broadway, Phoenix, AZ. Start 7:30 pm. Full N ov/Jr/Ex prog. \$1200 guar. purse. Gate open 4 pm. 602/276-7575, 274-5724.

**CMC SHORT TRACK**  
Sand Hill Ranch, Brentwood, Calif. Entry \$5. Race 11 am, sign up 8-10 am. Spts mn. brass. Ex. 100% p.b. \$3 watch. 415/634-3328.

**D-35 BENEFIT MX**  
Spillway Park, Santa Maria, Calif. US 101 to Santa Maria, take Broadway off ramp to Santa Maria River bed. Sign up 7 am, race 9. Entry \$8 all classes. 50% brass Cont. prizes. Free camping, Elks Bar-B-Que & Beer. Elks West Central Coast Cerebral Palsy 100% Benefit MX. 805/937-6171.

**CMC SEMI PRO MX**  
Sand Hill Ranch, Rt. 2, Box 143 C, Brentwood, CA. Gate open 7 am, race 9. CMC cd. reg. Entry \$8/\$15. 100% Ex. p.b., 30% brass. 415/634-3328, 676-1325.

**MDRA DESERT SCRAMBLES**  
Ponderosa Ave. J to 143rd St., E. Lancaster, Calif. Start 8 am. Entry \$10. 60 mi. Pre-ride Sat. noon. Free camping. 25% brass, fin. pins. No memb. req. 714/874-1728 875-1713.

**OTHG MOTOCROSS**  
Spillway Park, Santa Maria, CA. Cerebral Palsy Benefit. North & South Chapters, Over The Hill Gang. 213/881-1929.

**CMC BOSS SEMI PRO MX**  
T-Car Spdwy, Carson City, Nev. Gate open 6:30 am, race 9. Entry \$8/\$15. 30% brass. 100% p.b. + Pro pt. fund. CMC cd. reg. 916/635-5240.

**CRC COMBO X**  
Osteens Park, Pomona, Calif. Gate open 7 am. prac. 8, race 9:30 am. Entry \$6 memb., \$8 non-memb. Two 25 min. races, new cse. 30% brass same day. 714/689-6114 days.

**PLONKERS ATA TRIALS**  
Elsinore Raceway, Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Sign up 8:30 am, ride 10 am. Entry \$4 memb., \$5 non-memb. Gate fee \$2 all. Free camping. 714/838-1581.

**MINT 400 DESERT RACE**  
Las Vegas, Nevada. Entry \$250 + ins. 60% p.b. in class. Four classes: 0-175/176-250/251-over. Write to Mint 400 Racing Headquarters, PO Box 2160, Las Vegas, Nev. 89101.

**MOTOCROSS**  
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry \$4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

**D-36 MOTOCROSS**  
Marysville, Calif., under the 10th St. Bridge. Turn N off 10th St. in Marysville, go to 14th St., turn L & go over levee. Sign up 7 am, race 9:30. Entry \$7. \$2.50 watch. Yuba Sutter MC. 916/743-4224, 673-9681.

**SRA TEHACHAPI GP**  
100 mi. races around rolling mtn. cse. 100% brass to finisher & horseshoe contest on Sat. Open to all classes. 4th annual event. 213/320-1015.

**CMC SEMI PRO MX**  
Argyll Park, Dixon, Calif. Gate open 6:30 am, sign in 7-8:30, prac. 7:30-8:30, race 9. Entry \$7 mail, \$9 post. Pros \$15. 100% Pro p.b., 100% mini brass, 30% brass all others. Norcal MX, PO Box 1918, San Leandro, CA 94577. 415/352-5219, 278-4269.

**D-37 HARE & HOUND**  
Red Mtn., Calif. Lined from Red Mtn., Trona Rd. Start 9 am (PDT) - 8 am (PST). Entry \$8. Simi Valley MC Spirit of '76 H&H. 2-44 mi. loops. Trail Nov. all the way. 805/495-8979.

**MOTOCROSS**  
Sage Park. 13 mi. S of Ridgecrest, CA on Hwy. 395. Start 9 am. Entry \$6/\$12 Pros. Sand Blasters MC. 714/375-8152.

**CMC MOTOCROSS**  
Dunlap Cycle Pk, 38 mi. E of Fresno, CA on Hwy. 180 to Dunlap Rd., turn R, 4 mi. to track. Gate open 6:30 am, race 9. Mail \$6/\$10 Pros; post \$8/\$12 Pros. Free camping. 30% brass, 100% Pro p.b. Dan Green, 2250 E. McKinley, Fresno, CA 93703. 209/233-1834.

**SATA OBSERVED TRIAL**  
For info, contact Gary Smith, Marana, AZ. 602/682-5583.

**CMC MOTOCROSS**  
Redding, Calif. S. 99 to Clearcreek Rd., 8 mi. to water tower, L Cloverdale Rd., 3 mi. to track. Gate open 8 am. Entry \$8. Action Raceway. 916/241-1100.

**AME MX**  
Fly-n-Raceway, Thermal, Calif. Indio to 86, L on Airport Blvd., then to track. Sign in 8 am, race 9:30 am. Entry \$10. Special Buddy & Team Race. 30% brass \$10 entry to all classes. 714/328-4572.

**AME MOTOCROSS**  
Indian Dunes, Valencia, CA. Gate open 7 am, sign up 7:30, prac. 8, race 9. Entry Spts. \$7 mail/\$10 post. Pros \$12 mail/\$15 post. Mem. req. \$8. \$4000 med. cov. Mail entry no later than Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

**CMC MOTOCROSS**  
Carlsbad Rcw., Carlsbad, Calif. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I \$7 mail, \$10 post. Pro \$12 mail, \$15 post. CMC lic. req. \$3000 med. cov. PO Box 1402, Costa Mesa, Calif. 92626.

**AMC SADDLEBACK**  
Saddleback Park, Orange, CA. Gate open 7:30 am, race 9. No mail entry. \$6/\$12 post. \$2 extra non-memb. \$3000 rider med. cov. 30% brass same dav. 100% Ex. p.b. 714-581-2778.

## CENTRAL

**HARE SCRAMBLES**  
John Zink Ranch, on Hwy. 20 W of Skiatook, Okla. Start 10 am. Team entry \$18/\$10 solo. 150 mi. Tulsa Trail Riders. PO Box 35433, Tulsa, Okla. 74135. 918/492-7222, 627-4990.

**BARTDEY GP (or) MUD-STOMPER ROULETTE**  
Bartley, Nebraska. 1 pm. Rain or shine, or snow. 12-mile laps with a 100 mi. minimum. New course. Sponsored by Lions Club. Mail entry \$8/post \$13. For entry; PO Box 31, Bartley, Nev. 308/692-3448, 697-4291.

**3rd ANNUAL GHOST TOWN ENDURO**  
Thurber, Tex. Approx. 70 mi. W of Ft. Worth on I-20. Pre entry \$12, after April 15, \$15. For info: Trailblazers, 8604 Calmont, Ft. Worth, TX 76116. 817/535-2525, 293-4269.

**RABBIT RUN/RED RIVER MX SERIES**  
Rabbit Run MX Park, Plano, TX. D-20 pts. Four race series. Prizes. Must ride 3 of 4 races to be eligible. 214/272-6165.

**SRAC MOTOCROSS**  
Grand Jct., Colo. Exit 8 off I-70 to 29 Rd. N to track. 303/443-0825.

## April 28

**TT/ST & HALF-MILE**  
Corona Rcw. Riverside Fwy. Pierce off-ramp. Corona, Calif. Gate open 5:30 pm, race 7:30 pm. 714/735-1705.

**CMC NITE MX**  
Orange Cty. Int. Rcw., Sand Canyon off-ramp of Santa Ana Fwy. in E. Irvine. Gate open 5 pm, prac. 6-7, race 7:30 pm. Entry \$6 per class. 30% brass. Pro p.b. Sign up closes 6:30 pm. 714/552-5514.

## April 30

**D-36 SCRAMBLES**  
Fremont Raceway, Fremont, Calif. Sign up 4-6:30 pm, prac. 5-6:30, race 7 pm. Entry \$4/\$4 pit pass. All classes + minis. 415/651-2545, 327-4461.

**INDOOR MC SWAP MEET**  
Orange Cty. Fairgrounds, Costa Mesa, CA. Sellers spaces \$10, pd. in advance only. Buyers \$1.50. 6-11 pm. Inter-Shows, PO Box 3334, San Clemente, CA 92672. 714/639-7440, 492-9938.

**AMA PRO HALF MILE**  
Ascot Park, Gardena, Calif. 8 pm. 213/321-5323, 323-5055.

**AMA PRO TT**  
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. \$1500 purse. 503/659-1830, 659-1022.

**AME NITE MX**  
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry \$5/Pro \$10. Post only. Memb. req. \$8, 100% p.b. 30% brass. \$4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

**SRA CLASS A SPEEDWAY**  
Orange Cty. Fairgrounds, Costa Mesa, CA. Regular season begins at 8:15 pm with team racing. Rick Woods, Billy Gray & the rest.

## May 1-2

**DRA CAL CITY GP**  
California City, CA. \$2160 purse + contingencies. 25% Beg. brass, 20% N/A Ex brass. Fin. pins. Dual DRA pts. Sat. Beg/PP/minis/3-wheel, 60 mi. Sun. All Nov/Adv. PP, 80 mi All Am/Ex 100 mi. 350 rider limit per race. Mail \$20 (\$4 goes to Legal Defense fund). 2 sase to DRA, PO Box 2605, California City, CA 93505. 714/373-4647.

## May 2

**DIRT DIGGERS 3rd ANNUAL DINOSAUR RUN**  
Perris Rcw., Perris, CA. From L.A., Hwy. 60 E to Hwy. 395, S to Perris off-ramp. From Perris W on Hwy. 74. 4 strokes only. 350cc or more with valves, no reeds. Entry \$8, mail or post. Sign in 7 am, prac. 8, race 9. 100% Dinosaur chips. No dist. pts., no memb req. 1/sase to Dinosaur TT, c/o DDMC, 8925 Hargis St., L.A., CA 90034. 213/649-1700. Days only.

Spillway Park presents  
**2nd Annual Elks 100% Cerebral Palsy Benefit Motocross Sunday April 25**

AMA District 35 Double points. 50% trophies for all classes. Contingency prizes for all riders + drawing for Suzuki motorcycle.

All classes including Minis, Powder Puff, Old Timers, Over the Hill Gang, So. Calif. Side-Hack Assn.

Free overnight camping  
Sign up 7 am  
1st moto 9 am sharp  
Elks barbeque & beer

for info: 805-937-6171

**CRC Combo-X Osteen's Park**  
Sunday, April 25

2-25 min. races, new course  
30% trophies - same day  
\$6 members \$8 non-members  
714-689-6114 days



**Mountain High Motocross SUPERBOWL QUALIFIER**  
Sunday, May 9  
34 miles NE of Fresno  
info: 209-291-8793 eves.



**MAMMOTH 200**  
MILE GP  
Shady Rest Park,  
Mammoth Lakes, Calif.  
10-20 mi. laps. No post  
entries. 714/934-2324  
btwn. 8-5 pm. Turner Gas  
Co.

**VOTE/KCOTA**  
**OBSERVED TRIALS**  
Snowy Trial, 1-5 to  
Gorman exit. Start 9:30  
am. Entry free. Trail ride  
with sections, instruction,  
trophies. Boyd Bernard  
213/780-6300 days.

**SRA SPRING**  
**FLING ENDURO**  
Trona Rd., Calif.  
Women & kids go 1 loop  
on Sat; rest go 70 mi. on  
Sun. Pins & 20% brass. All  
classes inc. -16 & over 35  
Beginner, A, B, C.  
213/320-1015.

**ITA TRIALS**  
**& SCHOOL**  
Saddleback Park,  
Orange, Calif. Sign up 9  
am, school 10 am, com-  
petition noon. \$5 club  
memb., \$7 non-memb. for  
trials. Free school for  
memb, \$2 non-memb. PO  
Box 2155, Orange, Calif.  
92669.

**D-36 SEMI PRO MX**  
Helvetia Pk, West  
Sacramento, Calif. Hwy.  
16 btwn. W Sacto &  
Woodland. Gate open  
6:30, race 9 am. Entry;  
minis \$6, Sptsmn \$8/\$15.  
All classes. Bonus brass.  
Camping. 916/391-1241,  
988-2137.

**CMC MOTOCROSS**  
Prison Hill-limed from  
Stewart exit, Carson City,  
Nev. 89701. Sign up 6-8  
am, 8-9 pm., 9:30 race;  
Nov/Int \$7 mail, 9 post;  
Ex. \$15 post. 100% Ex.  
p.b. GP Productions, 101  
Conestoga No. 50, Carson  
City, NV 89701.  
702/883-5830.

**WHISKEYTOWN**  
**ENDURO**  
Redding, Calif. D-36 pts.  
Entry \$7.50; \$3 extra per  
3 man team. 500 rider  
limit. Approx. 90-100 mi.  
Start 8:01 am. Street legal  
or green stickie. Mail entry  
closes April 21. 3 sase to  
Redding Dirt Riders, 5177  
Old Alturas Rd., Redding,  
CA 92600 01.  
916/547-3892, 241-8195.

**AMA SCRAMBLES**  
Oregon Sidewinders  
Track, Clackamas, Ore. 1  
pm. Minis-500cc.  
503/659-1830, 659-1022.

**D-36 SEMI PRO**  
**HALF MILE**  
Orland, Calif. All  
classes. Spec. 750cc class  
for Jr/Ex. Gate opens 7  
am, race noon. Minis too.  
Entry \$4 mail/\$6 post.  
Aragon MC, PO Box  
1311, Novato, Calif.  
94947. 415/892-5350.

**ADRA DESERT RACE**  
Gila Bend, AZ, at  
crossroads of I-8 & Ariz.  
Hwy. 80. Start 11 am.  
Entry \$12 memb., \$15  
non-memb. Second annual  
Gila Bend GP. Downtown  
Camping. Arizona Desert  
Racing Assoc.  
602/252-1900.

**CMC ROAD RACE**  
Ontario Motor Spdwy.,  
Ontario, CA. All classes.  
Gate open 7 am, sign up  
7-10, prac. 9, first race  
noon. Entry \$12 pre/\$17  
post. Money & brass.  
213/842-7433.

**INDOOR SHORT**  
**TRACK**  
Reno Park Sports Arena.  
16 mi. on 395. Turn at  
Border Town Bar & follow  
the black top to blue  
building. Reno, Nev.  
Classes 100cc-360 N/A/Ex.  
Mini 60/80/100. Sign up  
8-10:30 am, race 12:30  
pm. Entry \$5. Reno Park  
MC, 9495 Fremont,  
Lemon Valley, NV. 89508.

**D-37 MX**  
Elsinore Raceway, Hwy.  
71 at Lugonia, Lake  
Elsinore City, Calif. Sign  
up 7 am, prac 8, race 9.  
Gate \$2, entry \$6. Riders  
MC. 714/826-2386,  
674-5383.

**PONDEROSA**  
**HARE SCRAMBLES**  
Ponderosa, 15 mi. E. of  
Lancaster, CA on Ave. J.  
10 am start. Entry \$6. 40%  
brass. All classes & Old  
Timers. New 32 mi. cse.  
213/360-9287. Greyhound  
MC.

**MINI MX**  
Ponderosa, Calif. 15 mi.  
E. of Lancaster on Ave. J.  
Start 1 pm. Entry \$4. 50%  
brass. Classes 0-60cc &  
80cc. 3 motos. Free  
admission & camping.  
Greyhounds MC.  
213/360-9287.

**BICYCLE MX**  
Uffert Park, Lake  
Isabella, Calif. Start 1:30  
pm. Entry mail \$2.50, post  
\$3. Open to kids 6-18 yrs.  
Yamaha of Lake Isabella.

PO Box 958, Lake Isabella,  
Calif. 92340.  
714/379-3226.

## CENTRAL

**1st ANNUAL**  
**ARMADILLO SCRAM.**  
Ft. Hood, Texas. W on  
Rt. 190 out of Killeen,  
Tx., take Clear Creek Rd.  
exit (3 mi. W of Killeen) &  
follow signs. Starts noon.  
Entry \$5/\$7 post. Ft.  
HOOD Dirt Riders Clb., PO  
Box Drawer A, Ft. Hood,  
Tx. 817/634-1716. After 6  
pm.

## May 5

**CMC HSMX**  
South Bay Park Spdwy.,  
Otay Mesa, CA. I-805 S of  
Chula Vista, Otay Mesa  
Rd. off-ramp, 4 mi. E. Pit  
gate open 4:30 pm, prac.  
6, race 7:30. Entry \$6.  
\$3000 med. cov.  
714/420-7414.

## May 7

**D-36 SHORT TRACK**  
Lodi Cycle Bowl, Lodi,  
Calif. Part of Lodi Hi-Pt.  
series. Semi Pro 100% p.b.,  
sign up 5-6:30 pm, prac.  
5:30-6:30, race 7:30 pm.  
All classes + minis. Entry  
\$3.50. \$2.50 2nd bike.  
209/368-7182, 931-3722.

**AMA PRO TT**  
Oregon Sidewinders  
Track, 13500 SE  
Lawnfield Rd., Clackamas,  
Ore. \$1500 purse.  
503/659-1830, 659-1022.

**D-36 SCRAMBLES**  
Fremont Raceway,  
Fremont, Calif. Sign up  
4-6:30 pm, prac. 5-6:30,  
race 7 pm. Entry \$4/\$4 pit  
pass. All classes + minis.  
415/651-2545, 327-4461.

## May 8

**TRI STATE HSMX**  
**CHAMPIONSHIP**  
Susanville, Calif.  
Limited entry opens April  
5. Pre entry \$5, post \$15.  
All classes. Proof of High  
School attendance  
required. Doc Blevins,  
Lassen High School, 1110  
Main St., Susanville, CA  
96130. 916/257-2141.

**AMA SHORT TRACK**  
**INDOOR STATE**  
**CHAMPIONSHIP**  
Long Beach Arena, Long  
Beach, Calif. Tickets avail.  
at Arena, Ticketron,  
Mutual & Liberty outlets.  
714/494-6568.

**AMA AMATEUR SCRAM.**  
Oregon Sidewinders  
Track, Clackamas, Ore.  
Minis thru 500cc. Pit gate  
closes 6:45 pm, races 7  
pm. 503/659-1830,  
659-1022.

**D-36 TT & ST**  
Willow Creek Park,  
Willow Creek, CA. Hwy  
299 to Willow Creek, turn  
at Chevron Sta. to Pk. All  
classes & minis. Sign up  
4:30 pm, race 6 pm. 100%  
p.b. Entry \$8/\$12 Ex. Far  
West MC. 707/822-3654,  
443-8031.

**CMC ROAD RACE**  
Riverside Int'l Rcw.,  
Hwy. 60 E of Riverside,  
CA to Day St., turn R.  
Gate open 7 am, prac. 9,  
race noon. Entry \$12 mail,  
\$17 post. All classes.  
Money & brass. 3407 W.  
Olive, Burbank, CA 91505.  
213/842-7433.

## May 8-9

**6th VIRGINIA CITY GP**  
Virginia City, Nev.  
Approx. 150 mi. course.  
400 rider limit per day.  
Entry opens Apr. 1, close  
May 1. Entry \$15  
mail/\$100 post. AMA cd.  
req. Entry & info. 3 sase to  
Western State Racing  
Assn., PO Box 7244, Reno,  
NV 89509. 702/972-1853,  
358-2706.

## May 9

**D-37 GREAT TEAM**  
**RACE H&H**  
Soggy Dry Lake, Calif.  
Limed from T-Cafe,  
Lucerne. 9 am Le Mans  
start; 8:45 for Women.  
Entry \$16 per team. Nov.  
team together/Sr. team  
together. 2 bikes of  
different size ok. Special  
jackpot for \$10 with 100%  
p.b. Desert Barons MC.  
714/875-9017.

**AMA SUPERBOWL**  
**QUALIFIER**  
Mountain High MX, 34  
mi. NE of Fresno, CA N on

Hwy. 41, signs posted from  
North Fork turnoff. Start  
noon. PO Box 464, Bass  
Lake, Calif. 93643.  
209/291-8793.

**D-37 TT SCRAMBLES**  
Elsinore Raceway, Hwy.  
71 at Lugonia, Lake  
Elsinore, Calif. Sign in 8  
am, prac. 9, race 10.  
Sandak Racing Assoc.  
714/826-2386, 674-5383.

**CMC MOTOCROSS**  
Redding, Calif. S. 99 to  
Clearcreek Rd., 8 mi. to  
water tower, L Cloverdale  
Rd., 3 mi. to track. Gate  
open 8 am. Entry \$8.  
Action Raceway.  
916/241-1100.

**MOTOCROSS**  
Franklin-On Territorial  
Rd. just out of Eugene,  
Ore. Prac. 11 am, race 12.  
Entry \$4. Sign in  
10:30-11:30. Emerald  
Racing Assn.  
503/688-1274.

## CENTRAL

**COUNTY LINE MX**  
County Line Cycle Park.  
From Dallas, Tx., Hwy.  
183 W to County Line Rd.  
exit, S on County Line Rd.  
2 mi. to park. Big Amateur  
day. Trophies thru 10  
places. Gate \$3. Nov. \$5,  
Int. \$6. Nov/Int prac.  
8:45-9:30, riders meet  
9:45, start 10 am.  
214/438-1919, 261-4192.

## May 14

**ROSS DOWNS AMA**  
**PRO SHORT TRACK**  
Ross Downs, on Hwy.  
121 Business btwn. Ft.  
Worth & Grapevine, TX.  
Prac. 7 pm, race 8. \$1200  
purse. 214/276-0409,  
481-1071.

**AMA PRO TT**  
Oregon Sidewinders  
Track, 13500 SE  
Lawnfield Rd., Clackamas,  
Ore. \$1500 purse.  
503/659-1830, 659-1022.

## May 15

**DRA SILVER CUP**  
**INVITATIONAL**  
California City, Ca. Start  
10 am. Only top pt. riders  
invited. 714/373-4647.

## May 16

**SAN JOSE NAT'L MILE**  
Santa Clara Fairgrounds,  
San Jose, Calif. \$17,000  
purse. Camel Pro Series.  
Promoted by Bob  
Baarkheimer Assoc., Scotts  
Valley, CA.

**DRA RARE**  
**DESERT SCRAM**  
California City, CA.  
0-200 Beg., Beg. PP &  
minis start 8 am: 250 &  
Open Beg, Sr. Beg. start  
9:20 am: 0-200 Nov., Nov.  
Sr & Nov PP 10:40 am;  
250 & Open Nov 12 pm:  
All Am & Ex 1:20 pm.  
\$415 purse, 20% brass.  
\$3000 med. Limed from  
17 mi. N of 4/corners,  
Hwy. 395, L side, also  
from Cal City Golf cse.  
714/373-4647.

**URA LAME PUPPY**  
**FAMILY ENDURO**  
Red Mtn., Trona Rd.,  
Calif. 3-30 mi. loops. PP &  
-16, 1 loop, C riders 2  
loops, A&B 3 loops. First  
out at 8:01 am. Sat. nite  
campfire party (BYOB).  
Entry mail \$10, post \$12.  
URA memb. discount \$2.  
Family teams no extra.  
2&3 man teams add \$1 per  
rider. URA, 6600 Gerald  
Ave., Van Nuys, CA  
91406. 213/787-5208.

**CHERRY CREEK HARE**  
**N' HOUND**  
Cherry Creek, Eureka,  
Utah. Lime & signs from  
Hwy. 50 to race area, from  
Jericho Jct. D-26 AMA pts.  
Mail entry \$13 closes May  
1. Post entry \$17. Salt  
Lake MC, PO Box 1711,  
801/277-5526, 583-0394.

**SRA RIVERSIDE GP**  
Riverside Int'l Rcw.,  
Riverside, Calif. Off road  
cse. 70 mi. races for all  
classes inc. Beginner, Nov.,  
& Advanced. Team races  
also. Fin. pins & 20% brass.  
213/320-1015.

**CRC GULLY WHOMPER**  
**FAMILY ENDURO**  
Lucerne Valley, Camp  
Rock Rd., CA. 2 loops.  
Start 8:01 am. 20% brass.  
Mail \$10 & 2 sase to CRC,  
7601 Arlington Ave.,  
Riverside, CA 92503. \$2  
disc. to memb. 2 & 3 man  
teams add \$1 per rider.  
\$12 post. 714/689-6114.

Sanctioned by Arizona Desert Racing Association

# 75 MILE DESERT RACE

100 Miles Experts

Factory Race Teams

150 Trophies plus CASH

Arizona's Best

## GILA-BEND-GRAND-PRIX

# MAY 2

## SECOND ANNUAL

# 1976

SUNDAY

Races Start 11:00 A.M.

No Play Bikes! Silencers Req.

Plenty of Good Motels And Restaurants

All entries must be accompanied by two self addressed stamped envelopes.

Free Camping in Town

Conformation and Riding Number will be Mailed April 26th

50% Trophies Up To 8 Each Class

Pre Entry ADRA 12.00 Non-Members 15.00

Post Entry ADRA 25.00 Non-Member 30.00 After April 25th

Includes: T-Shirt Starter Pin Insurance, Decal Finisher Pin

17 Classes Beg-Nov-Em Exp-Old-PP 100-125-250 Open 175 AM/EXP Only

Phone for Information (602) 252-1900

Gila Bend, Arizona 65 Miles S.W. of Phoenix, on Interstate 8

### RACING IN THE STREETS!

#### DESERT ROADS AND WASHES

PLEASE PRINT

CHECK ONE CLASS ONLY G.P. No. NAME

EXPERT ADDRESS

AMATEUR CITY STATE ZIP

NOVICE PHONE AGE SPONSOR

BEGINNER

OLDIE-OVER 35 ENG. SIZE MAKE BIKE ADRA# EXP

POWDER PUFF IF NEW MEMB. MARK "NEW"

100 TRAIL ADRA MEMBERSHIP 10.00/Year--OUT OF STATE 5.00/Year

175 AM/EXP only

125 250 Open

THE UNDERSIGNED ENTRANT BY AFFIXING HIS SIGNATURE BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE ARIZONA DESERT RACING ASSN, THE TOWN OF GILA BEND ARIZONA, THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE. UNDER THE RULES AND SANCTION OF THE ARIZONA DESERT RACING ASSOC., I HEREBY AGREE TO CONFORM AND COMPLY WITH THE RULES GOVERNING THIS CONTEST. Ambulance cost to be paid by entrant.

SIGNATURE OF ENTRANT DATE IF ENTRANT

IS UNDER THE AGE OF 19, PARENT OR GUARDIAN MUST SIGN HERE ACKNOWLEDGING HIS OR HER NOTORIZED CONSENT TO THE TERMS OF ENTRY

NOTARY SEAL DATE

ARIZONA DESERT RACING ASSOCIATION 1408 East Granada Phoenix, Arizona 85006

## What's happening? CALENDAR

A legal defense benefit run

### Entries still open

2 action-packed days of racing-May 1&2

## DRA

Honoring all cards & licenses

### California City Grand Prix '76

Desert Racing Assoc.

Postmark determines start position

Racing through town & through desert.

\$2,160 cash & contingencies

Entries limited - 350 per race. Act now!

Entry \$20

see 2/23/76 issue of Cycle News for entry blank

DRA California City Grand Prix

P.O. Box 2605

Calif. City, CA 93505

Info: 714-373-4647

## CRC Gullywhomper Enduro

Sunday, May 16

Lucerne Valley (easy access)

### A Real Family Enduro

Decals \* CRC Points \*

20% Trophies \*

Beautiful Finisher Pins

2 loops 8 am start

Special: 1/2 price to one loopers ('C' riders under 16, Minis, & Women) all other classes go 2 loops.

Mail entry \$10.00

Post entry \$12.00

\$2.00 discount to '76 CRC members

Send entry & 2 S.A.S.E. to:

CRC, 7601 Arlington, Riverside, CA 92503

info: 714-689-6114 days

Owl Hoot poker run Sat night

## SADDLEBACK

Saturday Moto-cross

\$3,000 Medical Insurance

3-20 minute motos-Jrs. & Beg.

2-40 minute motos-Int. & Pros.

April 24 - Motocross

May 1 - Bel Ray Motocross

FREE oil to entrants

24 hour Info call 714-830-8010

Gate opens 7:30. Practice 8:00.

Race 9:00. Finished by 2:30

Beg., Jrs., Int., \$8.00. Pros. \$13.00

No membership or mail entry required.

## Race with AME

1st & 3rd Sundays

Valley Cycle Park

Gate opens 7:00 Sign up 7:00-8:30

Practice 8:00-9:00 First event 9:30

2nd / 4th Sunday

Indian Dunes Park

Gate opens 7:00 Sign up 7:00-8:30

Practice 7:30-8:30 First event 9:00

Beg, Jr, Int \$7 Mail, \$10 Post, Pros \$12 Mail, \$15 Post.

AME License required \$8 per yr.

Every Friday Night

Indian Dunes

### \$4000 MEDICAL INSURANCE

Sanction Available

A.M.E., PO Box 1421

Reseda, CA 91335 213-881-5778



# CALENDAR



**VIEWFINDERS**  
A.M.A. Dist. 37 & 38  
**GRAND PRIX '76**  
9th ANNUAL  
**JUNE 5<sup>th</sup> & 6<sup>th</sup>**  
**CARLSBAD**  
RACEWAY

Send your completed entry form & 2 S.A.S.E. Must include a photo copy of your rider classification card!

• Entries Open April 8th - Close May 21st  
• Make Checks Payable to Viewfinders M.C.  
• Entry \$12.00 Post \$25.00 No Refunds  
• Sat. 0-250cc Nov. Am. Ex. 2 Hr. Races  
• Sun. Open - Women - Oldtimers 2 Hr. Races  
• Side Hacks 1 Hr.

Starting position - all classes will be determined by postmark!

★ SPECIAL ★ Entry must include  
4-Stroke Only Clr (2) S.A.S.E. and must  
\$6.00 Entry - include a photo copy of  
1 Hr. Race your rider classification card!

MAIL ENTRIES TO:  
OPEN class  
Viewfinders GP  
5080 Marmol Dr., Woodland Hills,  
Ca 91364-213/340-8916  
0-175cc  
Viewfinders GP, 5417 Lockhurst  
Woodland Hills, Ca 91364-213/340-2366  
176-250cc  
Viewfinders GP, 5451 Marathon  
Hollywood, Ca 90038-213/396-6469  
\* 4 stroke \* Old Timers \* Women's Div. \* Side Hacks  
Viewfinders GP  
319 Alvarado St., Balboa, Ca 92661-714/673-5875

RIDE THE 5TH ANNUAL PVDR  
**Granny Run Enduro May 23**

2 Loops - 65 Miles - All Family Classes - No Impossible Terrain  
PVDR, P. O. Box 282, Montclair, CA 91763 714/626-7696

**ESCAPE COUNTRY**  
\$1000 Expert Purse (all Classes) April 25  
714-586-7964

**Dirt Diggers Dinosaurs are coming!**  
May 2nd - Perris Raceway - TT Scrambles  
The original 4-stroke race  
For info see Calendar

**Cycle Park for Lease**  
Gate & Concessions Optional  
Turn Key Operation  
Modern Facilities  
18 year permits  
Box 152, Cucamonga, CA 91730

**Race Schedule**  
**CRC 213-830-7519**  
April 25 - DeAnza Cycle Park  
May 2 - Indian Dunes  
\$3,000 Medical Insurance

CMC MOTOCROSS  
Prison Hill-limed from  
Stewart exit, Carson City,  
Nev. 89701. Sign up 6-8  
am, 8-9 prac., 9:30 race.  
Nov/Int \$7 mail, \$9 post;  
Ex. \$15 post. 100% Ex.  
p.b. GP Productions, 101  
Conestoga No. 50, Carson  
City, NV 89701.  
702/883-5830.

SHORT TRACK  
Hermiston, Ore. 2 mi.  
SW of Hermiston on  
Westland Rd. Prac. noon,  
race 1 pm. Entry \$3 per  
class. Class C tires. Blue  
Mtn. MC 503/567-5744.

## CENTRAL

50 MI CROSS  
COUNTRY  
Midado Raceway,  
Stephenville, Tx. Start 11  
am. Entry \$4, \$2 gate.  
NTTA Team rider add  
\$1. Trail Bikes \$2.  
817/965-6179.

## BIGGIES & SCHEDS

### AMA Pro Motocross 125 National Championship

5/23 Buchanan, Mich.  
6/20 Midland, Mich.  
7/4 Bruceton Mills, W. Va.  
8/1 Delta, Ohio  
8/15 San Antonio, Tx.  
8/22 Houston, Tx.  
8/29 New Orleans, La.

### 250 National Championship

4/25 Houston, Tx.  
5/2 Forsyth, Ga.  
5/16 Bruceton Mills, W. Va.  
5/23 Allentown, Penn.  
6/6 Southwick, Mass

### 500 National Championship

5/30 Mexico, N.Y.  
6/13 Axton, Va.  
7/18 St. Peters, Mo.  
8/1 New Berlin, N.Y.  
8/8 New Castle, Ky.  
8/15 Bruceton Mills, W. Va.  
8/22 St. Petersburg, Fla.  
8/29 New Orleans, La.

## 1976 AMA Grand National Schedule

|      |                    |    |
|------|--------------------|----|
| 5/16 | San Jose, Ca.      | M  |
| 5/23 | Oklahoma City, Ok. | HM |
| 5/29 | Louisville, Ky.    | HM |
| 6/4  | Pontiac, Mich.     | TT |
| 6/5  | Pontiac, Mich.     | ST |
| 6/12 | Harrington, Del.   | HM |
| 6/20 | Loudon, N.H.       | RR |
| 6/27 | Columbus, Ohio     | HM |
| 7/4  | Albuquerque, N.M.  | M  |
| 7/10 | San Jose, Ca.      | HM |
| 7/17 | Castle Rock, Wa.   | TT |
| 7/24 | Gardena, Ca.       | TT |
| 8/1  | Monterey, Ca.      | RR |
| 8/13 | Hinsdale, Ill.     | ST |
| 8/15 | Terre Haute, Ind.  | HM |
| 8/22 | Peoria, Ill.       | TT |
| 8/28 | Indianapolis, Ind. | M  |
| 8/29 | Indianapolis, Ind. | M  |
| 9/4  | Talladega, Ala.    | ST |
| 9/12 | Syracuse, N.Y.     | M  |
| 9/18 | Toledo, Ohio       | HM |
| 9/26 | San Jose, Ca.      | RR |
| 10/3 | Ontario, Ca.       | RR |
| 10/9 | Gardena, Ca.       | Hm |

### World Championship MX

**125cc**  
4/4 Austria  
5/2 England  
5/20 Belgium  
6/6 Denmark  
6/13 Finland  
6/20 Czechoslovakia  
6/27 France  
7/11 United States  
8/8 West Germany  
8/15 Spain  
8/22 Switzerland

**250cc**  
4/4 Spain  
4/25 Belgium  
5/2 Czechoslovakia  
5/9 Poland  
5/16 Russia  
5/23 Yugoslavia  
5/30 Italy  
6/13 France  
6/20 England  
6/27 West Germany  
8/8 Holland  
8/15 Sweden

**500cc**  
4/4 Switzerland  
4/11 France  
5/2 Austria  
5/9 Italy  
5/16 Sweden  
5/23 Finland  
6/13 West Germany  
6/20 United States  
6/27 Canada  
7/4 England  
8/1 Belgium  
8/8 Luxembourg

## 500 Trans-AMA International Series

9/26 Lexington, Oh.  
10/3 Axton, Va.  
10/10 New Berlin, N.Y.  
10/17 Buchanan, Mich.  
10/24 St. Peters, Mo.  
10/31 Dallas, Tx.  
11/7 Phoenix, Ariz.  
11/14 Puyallup, Wash.  
11/21 Sears Point, Ca.  
11/28 Irvine, Ca.

### AMA National Enduro Championship

4/25 Sacramento, Ca.  
(49er, 100 mi.)  
5/2 Sterling, Ill.  
(Burr Oak, 150 mi.)  
5/9 Nashville, Tenn.  
(Little Harpeth, 100 mi.)  
5/29-30 Pasadena, Ca.  
(Greenhorn, 500 mi.)  
5/30 Lake Hope, Ohio  
(Little Burr, 200 mi.)  
6/6 Bristol, Va.  
(Lonesome Pine, 100 mi.)  
6/20 Minneapolis, Mn.  
(100 mi.)  
7/4 Holland, Mich.  
(Seaway Festival, 100 mi.)  
8/15 Macungie, Penn.  
(Rock Run, 125 mi.)  
9/4-5 Houghton Lake, Mich.  
(Jack Pine, 400 mi.)  
9/19 Alpine, N.Y.  
(150 mi.)  
9/26 Columbia, S.C.  
(100 mi.)  
10/3 Evansville, Ind.  
(Black Coal, 100 mi.)  
10/10 Odessa, Tx.  
(100 mi.)  
10/17 Rockford, Ill.  
(125 mi.)  
10/24 Tallahassee, Fla.  
(Capitol City, 150 mi.)  
10/24 Oakland, Ca.  
(100 mi.)  
10/24 Potosi, Mo.  
(Ozark Hillbilly, 125 mi.)  
10/31 Eureka, Ca.  
(150 mi.)  
10/31 Cadiz, Ky.  
(Twin States, 125 mi.)  
11/7 Crescent City, Ca.  
(Rattle Snake, 100 mi.)  
11/14 Tulsa, Ok.  
(John Xzink, 125 mi.)

# FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The more weeks it runs, the better you look - so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

|                                      |                                             |
|--------------------------------------|---------------------------------------------|
| Date of Event                        | Time of event                               |
| Type of event (TT, MX, Enduro, etc.) |                                             |
| Entry fee                            | Sanction                                    |
| Location                             |                                             |
| Mailing address                      |                                             |
| How to get there                     |                                             |
| Additional information               |                                             |
| Your name                            | Number to call for info<br>(with area code) |



# REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

## WEST

### Motocross

**CANYON RACEWAY**  
Phoenix, Ariz. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. 602/992-0359. Every Sunday.

**CARLSBAD RACEWAY**  
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

**CORONA RACEWAY**  
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

**CYCLE WORLD RANCH**  
Downtown Bullhead City, Ariz. on the Colorado River. 602/757-8303. Every 1st & 3rd Sunday.

**DeANZA PARK**  
Sunnyside, Calif. 15 mi. E of Riverside on Hwy. 60, Theodore off. Every Saturday & Sunday. 714/653-2633, 735-1301.

**ESCAPE COUNTRY MX**  
Trabuco Cyn., Ca. San Diego Fwy to El Toro exit, E 13 mi. 714/586-7964. Every Sunday. Every Saturday.

**EUGENE MX**  
Eugene, Ore. I-5 to 125 W in Eugene to Danebo. 11th & Danebo in Eugene. 503/344-0140. Every Sunday.

**INDIAN DUNES PARK**  
2 mi. W of I-5 on Hwy. 126, Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.

**IRWINDALE RACEWAY**  
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

**LIVE OAK RCWY**  
9 mi. N of Yuba City, Calif. on Hwy. 99-signs to track from stop light. Live Oak Racing Assoc. 916/673-1090, 673-7767. Every Saturday.

**ORANGE CTY INT'L RCWY**  
East Irvine, Calif. CMC nite MX. 714/581-2778. Every Wednesday.

**SADDLEBACK PARK**  
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

**SAND HILL RANCH**  
Brentwood, Calif. Take

Vasco Rd. turnoff from 580 & follow to Camino Diablo, turn R. first ranch on R. 415/634-3328, 6 634-2086. CMC MX every Sunday.

**395 CYCLE PARK**  
Adelanto, Calif. On Hwy. 395. 714/246-6109. Every 2nd & 4th Sunday.

**VALLEY CYCLE PARK**  
Hwy. 23 & Tierra Rejada Rd. S of Moorpark, Calif. 805/529-9546. Every Sunday.

AME 1st & 3rd Sundays.

### Dirt Track

**CYCLE LAND SPDWY**  
Chico, Calif. 14 mi. S of Chico at Hwy. 99E & Gage Shippee Rd. CMC Sportsman Short Track every Saturday night. 916/342-9302.

**ELSINORE RACEWAY**  
Lake Elsinore, Calif. Hwy 71 at Lugonia Ave. Night TT. 714/826-2386, 674-5383. Every Saturday night.

**FREMONT RACEWAY**  
Durham Rd., off Hwy. 17, 9 mi. N of San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

**MANZANITA SPEEDWAY**  
35th Ave. & Broadway, Phoenix, Ariz. 602/276-7575. AMA TT Scrambles every Wednesday night.

**395 CYCLE PARK**  
Adelanto, Calif. Hwy. 395. 714/246-6109. TT & HM 1st & 3rd Sundays.

**WEST CAPITOL RCWY**  
4200 West Capitol Ave., West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Spet. 10. 916/961-7484, 371-3050.

### Meetings

**M.O.R.E.**  
Orange Cty. Chapter. OCMC Clubhouse: Trask & Newhope St., Graden Grove, Ca. 714/542-8964. 1st & 3rd Tuesdays.

**M.O.R.E.**  
San Fernando Chapter: 1523 Fifth St., San Fernando, Ca. 213/361-8530. 2nd & 4th Tuesdays.

### Hill Climb

**SADDLEBACK PARK**  
Orange, Calif. Saddleback Hill Climbers Assoc. 714/639-5832. Every 4th Sunday of month.

## CENTRAL

### Motocross

**ANTELOPE CREEK MX**  
8 mi. W. of Borger, Texas on Hwy. 136 N of Amarillo on Hwy. 136, 30 mi. to Fritch, 4 mi. E. of Fritch on 136. 806/857-3733. Every 2nd Sunday.

**AUSTIN MX PARK**  
Austin, Tx. Pro-Am. 512/451-2326. Every 1st, 3rd & 5th Sunday.

**BARRON FORD MX**  
4 mi. E. & 4 mi. S of Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

**BIG CREEK PARK**  
Near Lake Summerville, Tx., next to Big Creek Marina. 713/822-9430. Every 2nd & 4th Sunday.

**BIG DIG**  
Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn L cross bridge & turn L to Albuquerque Drag. 1 mi. past Drag. 505/298-7013. First Sunday.

**CENTEX MX PARK**  
Cameron, Tx. 4 mi. W of Cameron on Hwy. 36 & 190 towards Temple. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

**COAL CREEK RCWY**  
Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. 303/443-0825. 2nd Sunday.

**COUNTY LINE CYCLE PARK**  
2 mi. S of Hwy. 183 on County Line Rd., Irving, Texas. Pro-Am every 2nd Sunday. 214/438-1919, 817/461-3710.

**HI-NOON OPTIMIST MX**  
Big Spring, Texas. 1 mi. N of I-20 on FM 700. Hi-Noon Optimist Club. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

**INDIAN TERRITORY RCWY**  
Prague, Okla. 5 mi. N of Prague on Hwy. 99-then 2 mi. W & 1 mi. N. 405/567-2241. 1st & 3rd Sunday.

**KLEBERG PARK MX**  
Kingsville, Texas. 1 mi S of Kingsville. 512/595-5266, 592-1902. Every 1st Sunday.

**K & R PAULS VLY**  
Exit I-35 at Paoli, Okla.,

4 mi. E, follow signs. Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

**LAKE WHITNEY CYCLE RANCH**  
Lake Whitney, Texas. I-35 to Hillsboro, W on Hwy. 22, about 15 mi. to R. 2960. Left 3 mi. 817/694-2901. Every 4th Sunday.

**MANSFIELD RCWY MX**  
S of Mansfield, Tx. on Hwy. 157. Every Friday night thru Sept. 817/267-9153, 237-8138.

**MOSIER VALLEY MX PARK**  
Eulless, Texas. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi. L on Mosier Valley Rd. to track. Pro-Am. 817/267-9153 or 277-9917. Every 1st, 3rd & 5th Sunday.

**OAK HILL**  
Between Alvord & Decatur, Tx. on Hwy. 287-81. Exit at Mt. Zion Rd. 817/427-2663. Every 2nd & 4th Sunday.

**OAK RIDGE PARK**  
Lufkin, Tx. 3 mi. E of Lufkin on Hwy. 103. Pro-Am. 713/634-3122. First Sunday.

**OAK TREE MX PARK**  
1 mi. off Hwy. 35 on FM 46, Danbury, Texas. 713/849-4461 or 922-1145. AMA Every 2nd & 4th Sunday.

**PARADISE VALLEY MX PARK**  
Alvarado, Texas. 3 mi. S. of Alvarado on I-35 W., Greenfield & Barnsville exit 2 mi. E & follow signs to track. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

**RED RIVER MX**  
Bulcher, Texas. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

**RIO BRAVO PARK**  
Houston, Texas. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

**SAN ANGELO TX**  
S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. San Angelo, Texas. 915/655-5061. Every 3rd Sunday.

**SAN MARCOS MOTOPARK**  
San Marcos, Texas. 512/392-5979. Every 2nd & 4th Sunday.

**SEMINOLE CTY MX PARK**  
Seminole, Okla. 9 mi. S of Seminole on new Hwy. 99. Pro-Am. 405/382-5818. Every 1st & 3rd Sunday.

**SOONER MX PARK**  
Amber, Okla. 37 mi. SW of Okla. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

**SOUTHWEST MX PARK**  
3 mi. S of Lockhart, Tx. on Hwy. 183. 512/398-3328. Every 4th Sunday.

**SQUABBLE CREEK**  
Rockwall, Texas. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru down, to FM 552, then L to track. 214/272-6376. Every 1st, 3rd & 5th Sunday.

**STEMMONS CYCLE PK**  
I-35 btwn. Carrollton & Lewisville, Tx., exit Sandy Lake Rd. Go N, 3 mi. on R. 214/241-4270. 1st, 3rd & 5th Sunday.

**THUNDER VALLEY MX**  
Stillwater, Okla. I-35 to Stillwater, exit (Hwy. 51), E 4 mi. then 2.5 mi. 405/372-7222.

**TWIN OAKS PARK**  
13 mi. NE of Claremont, Okla., on Hwy 66, to end of 4-lane. 1 mi. E, 1/4 mi. S. Look for signs. 918/341-1143. Every 2nd & 4th Sunday.

### Dirt Track

**BAYTOWN RACEWAY**  
Baytown, Tx. Exit I-10

at North Main exit, 2 mi. N of I-10. Pro-Am. 713/576-6025. Every Sunday.

**BUFFALO PARK**  
Belt Line Rd., W of 135E in Carrollton, TX. AMA Short Track every Saturday night. Pro race every 1st Saturday. 214/241-1359, 242-8117.

**COLO. NAT'L SPEEDWAY**  
Erie, Colo. 20 mi. N of Denver on I-25 & follow signs. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

**DeANZA RACEWAY**  
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

**MIDADO RACEWAY**  
Stephenville, Texas. Take FM Rd. 2157 E 8 1/2 mi. follow signs. Cross Country every third Sunday of month. 817/965-6179.

**ROSS DOWNS**  
Btwn. Ft. Worth & Grapevine on Hwy. 121, Business, Garland, Texas. AMA Amateur Short Track every Friday night 8 pm. PO Box 813, Garland, TX 75040. 214/276-0409.

### Hillclimb

**LAKE WHITNEY RANCH**  
Lake Whitney, Tx. Texas Hillclimbers Assn. 214/337-7534. First Sunday



**Ride With The Best**

**Continental Moto-Sport Club**

1st and 3rd SUNDAYS - SADDLEBACK  
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD  
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

ALL 5th SUNDAYS - SADDLEBACK  
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED \$8.00 PER YEAR

\$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

**CMC Box 1402**  
**Costa Mesa, Ca.**  
**(714) 557-3323 MON-FRI 10am-3pm 92626**

**SRA COMING EVENTS**

4th annual - 100 mile Tehachapi GP - with 100% trophies - Virgin 11 mile course in rolling terrain with some asphalt - medical insurance - Saturday horseshoe contest.

4th annual Spring Fling - with all enduro classes - Women + "C" - under 16 riders can ride on Saturday (1 loop) or Sunday (2 loops). Start & finish pins.

On the off-road course at Riverside International Raceway - 70 mile races for all classes including Beginner, Novice, and Advanced. Team races also - Finisher pins and 20% trophies.

**Sportsman Racing Association**  
PO Box 3882, Torrance, CA 90510  
(213) 320-1015

May 16 Grand Prix  
May 2 Enduro  
April 25 Grand Prix

**The Owyhee MC of Boise, Idaho presents Boise's famous TT WEEKEND**

April 23 - 1/8 Mile Short Track 90% Payback  
April 24 - Motocross 90% Payback  
April 25 - 22nd Annual NW TT COME ON UP TO IDAHO FOR SOME REAL FUN!  
For Information-phone (208) 342-1261 or 375-6863  
Racers' Camping at Track  
Spectator & rider insurance provided

**AMA Dist. 37**  
**Motocross May 2**  
Sign up 7 am, Prac. 8 am, Race 9 am  
Gate \$2 Entry \$6  
Elsinore Raceway  
Riders M.C.  
714-826-2386 or 674-5383

**RACE SCHEDULE**

April 25 - Saddleback  
May 2 - Carlsbad  
May 9 - Saddleback  
May 16 - DeAnza

**INFO 714-581-2778**



# WANT ADS

## '74 Yamaha RD-350, \$625

Must sell this fast & reliable machine. Would make an xint. cafe racer or AFM Production road racer. Call Hanson after 5 p.m. (213) 432-6959. (16)

## '74, Husky 250 CR

Been stored for a year, just like brand new bike, not even broken in. Ridden once, in new condition, \$825.00. (213) 692-9240.

## Now in stock

YZ 250s, YZ 400s, YZ 80Bs, YZ 125Xs & XT 500Cs. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (10/TFN)

## 1975, 2 1/2 J YZ monogasser

Comes with Marzocchi off-set axle forks, GP shock, plastic airbox, Hoover "works" pipe, 38-Mikuni, SC500 6-pedal reed, steel cylinder, sleeve, more... \$1,050.00. (213) 944-4723. (16)

## '72 Husky WR 450

Excellent condition, alloy bars, extras. Trail ridden only, \$700.00 or best. Call Dennis at B.W. Electric (213) 396-3928. (16)

## '75 Jawa speedway bike

With extra gearing plus oil, tires, seat, fenders, cables and new engine. Ready to race, \$1450.00. Call Larry (213) 793-5153 or Garry (213) 795-8232. (16)

## 650 BSA Rickman Metisse

'66 BSA Lightning engine. Raced TT, many sportsman trophies, w/extra engine, complete, \$1500. Also, '65 T120TT Triumph basket case with extra forks, tank, etc. Complete, \$500. Call Fred between 5 and 6:30 p.m. (714) 799-1555. (16)

## '74 Yamaha 250YZ, \$695.00

Complete with a Profab modified frame. Boge with D.G. alum. bodies, complete LTR, 3 hrs. on upper end, super clean, many extras. Days (213) 694-1956, nights (213) 867-9633. (16)

## 400 mono MXB new!

Never ridden! Engine, gearbox & forks, thoroughly massaged & blueprinted, \$1150. (213) 530-4379. (16)

YAMAHA 175. DESERT PREPARED, fast, dependable, clean, laydown Curnutts, big carb & reed, and extras, \$400.00. (213) 431-8954. (16)

## Getting out sale, '75 Bultaco

360, trail ridden only. Gas Girlings and many extras. Also selling RG boots, Malcolm Smith, size 32 leathers, Bell helmet. Will sell together or separate. (714) 530-5656. (16)

BIKER magazine is pounding pistons, pulsating passengers, leaping Electra-Glides, extended forking, blatant bike displays, great going, puttin' in the streets, tribal tour exposes, drag stars, bare facts, and macho advertisements. Mail every two weeks in a cheerful wrapper. Subscribe for one year (25 issues) only \$8. BIKER, 2499 Cerritos Ave., Long Beach, CA 90806. (12/TFN)

## Finisher pins

Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

**Deadline for advertising space is Wednesday.**

## Take your Dinousar out and play with it!

DDMC (14)

## 2 DG Yamaha 125YZC

Completely set up, race ready. Ask for Harry, D.G. Performance, \$650.00. (714) 996-4430. (16)

'73 HUSKY CR400. FORWARD MOUNTED gas Girling, very good condition, few extra parts, \$750.00. Tony (714) 995-0472. (16)

ELSINORE PARTS — CR125 frame, laydown by FMF in chromoly, sano! \$60. Gas tank—\$15. Boge shocks with springs — \$13.5—\$35. Stock head—\$10. Call Scott, eves. (213) 349-4366 or (213) 780-2793. (16)

'73 HUSKY 250 W.R. IN TOP CONDITION, the engine has never been touched. G.P. radial head, new Boges, mag swingarm, two Husky tanks, \$25 factory manual, original owner. (213) 423-2900. (16)

## '75 Maico 400, \$875 or best

Lay down shocks, 8 1/2" travel, WheelSmith forks, 8 1/2" travel, 2 pipes, cut and lightened piston, aluminum tank, air box and Konis, nickel plated frame, beef up frame, GP seat, DIDs, fenders, excellent condition. (213) 363-2608. (16)

'72 HUSKY 400, laid-down shocks, fork kit, \$650.00. (213) 780-6189. (16)

## 2 '74 Bultaco Pursangs 125 & 360

Xint. condition, long travel suspension, Mikunis, extras. \$525.00 & \$625.00. Must sell. (213) 375-0737. (16)

## TD3 Yamaha 1/2 miler

Champion frame, Barnes wheels, Ceriani forks, Kanemoto engine, very fast & dependable. Ascot winner, lots of spares. Sacrifice, \$1395.00. (209) 291-2183. (16)

## '73 Yamaha 360 MX, loaded

FMS, 4.2 Vesco, Boges, Trickit & long travel forks, many other extras, clean & very reliable. (714) 894-2607. (16)

## '74 Honda CR125 Elsinore

Clean, quick and stone reliable. Forward mounted Boges, CPW swingarm, Webco head, new seat cover, fork boots, protectors and more. \$425. (213) 343-1313. (16)

## '74 Yamaha 360 MX

Many extras, best offer. (714) 826-3154. (16)

## '75 YZ 80 B

Ported, milled head, bigger reed valve, K&N air filter, Curnutt shocks, fast, excellent cond. \$400.00. (Carlsbad) (714) 729-5330. (16)

## Save \$600—New 250 KTM!

'75 I.S.D.T., 0 miles, never sold! 8" Cerianis, Akronts, factory cantilever w/gas shox. Retail \$1865 — just \$1265. (213) 530-4379. (16)

## '73 Yamaha SC500, \$425.00/offer

Good condition — must sell. (213) 821-5362.

## '72, 250 Husky CR

Excellent condition, Konis, Andres, up and down pipe, \$550.00. (213) 863-4198. (16)

## '74, 250 Bultaco Pursang

Set up to '75 specs with gas Curnutts, 2 tanks, D.I.D., many extras. Ridden very little. Must see to appreciate. \$725 or best offer. (213) 676-2926. (16)

## 75 Husky GP 360

Excellent condition, \$1350.00. (714) 827-2167 or (714) 535-0329. (16)

## Immaculate Suzuki TM-125

Forward mounted shocks, fork kit, Webco head, super clean, \$400.00. (213) 474-1868. (16)

'72, 360 YAMAHA. YZ PORTED, 38 Mikuni, new bore, Ceriani forks, laydown Konis, extended swingarm, extras, \$495. (714) 892-5385. (16)

## Yamaha 750 Champion 1/2 miler

1975 Shell motor, Barnes, disc, Cerianis, Koni, spare head, gearing. \$1900.00 or best offer. Days, Don (714) 745-7901. (16/3x)

## 1975, 360 GP Husky, \$1195

(714) 922-6786. (16)

## '75 Hodaka 100 MX

Fresh engine, Eric Jensen porting & pipe, reed, 28 Mikuni, 21 & 18, swingarm, S&Ws, PP. fenders, Elsie tank, more, \$550. (213) 790-0986. (16)

## '74 Yamaha 100 MX

Never raced, clean, fast, fresh top end, laid down shocks, new rear tire, Filtron, bike is cherry. (213) 530-3609. (16/2x)

## 250 Falta CZ

Bought new Feb. '76, ridden once, 45 degree air shocks, 8" air forks, 36 Mikuni, 8 pedal reed, CZ DID rims, Twin Air, plastic Magura & fenders. Must sell! \$1150.00. (213) 654-8064. (16)

## '73 Elsinore 125

This bike has been sitting in my garage for two years. Can't buy a better used bike! Fully stock, must sell, \$550.00. (213) 325-4203. (16)

## 1974 Husky 250CR

Bought in May of '75, problem free, excellent condition, ridden little, \$900 or best offer. (213) 454-8359 or (213) 390-6294. (16)

## '73 motocross \*\*100\*\* Yamaha

Forward mounted Arnacos, 21" front (D.I.D.), ported, milled, plastic tank, 125 reed valve, fork kit, Filtron, good tires, and more. Must see! \$375.00. (213) 271-1493. (16)

## '75 RM 125

Fresh engine, very fast and clean. Call for details, \$650. (714) 521-6722. (16)

## CMC winner '74, 250 Honda CR

LTR — Boges — air-forks — G.P. barrel & carb. — \$725 — best offer. (213) 444-4117. (16)

'74, 250 MAICO, KTM rear hub, long travel forks, aluminum rims and new tires front and rear. Very clean, \$685.00. (714) 535-4702. (16)

## '75 Husky 250 GP

Immaculate condition, original bore, like new, must see, \$1,150. (714) 595-3303 or (213) 965-7055. (16)

## '71 Husky 400 MI

Exceptional condition, "sharp," extras, \$725. (213) 892-3916. (16)

## '74, 250 CZ red frame

MV pipe, laid down Boges, plastics, 34 Mikuni, Motoplat, very reliable and in great condition, \$650. (213) 248-0567. (16)

SANITARY SUZUKI TM400, used 1 yr. Extensive mods, like RMs, race ready. Need money, sac. \$650. Also '62 Ford Van, mags, \$895. (714) 783-1958. (16)

## '73 Hondas

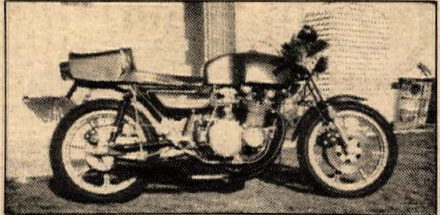
CR125M CPW ported, F/M shocks, 32mm Mikuni, \$550. XL250 MX/desert, plastic tank & fenders, light frame, Bassani pipe, 60T sprocket, plus more, \$450. (213) 926-4580.

## Career opportunities

Yamaha dealership serving Galveston County, Texas, has immediate openings for manager, mechanics and parts personnel. Growing business offers good salaries and incentives for experienced applicants. Send resume or ask for application. Pat Ball, Box 4020, Baytown, TX 77520. (713) 422-3551. (13/4x)

## Wanted experienced parts manager & M/C sales person

For Honda & Yamaha store in Lake Tahoe. Call (916) 541-0896, evenings (916) 541-5530. (13/4x)



## 903 Z-1 not a pretender

Complete stage II Yoshimura engine w/modified frame, Morris racing mags & much more. Dyno-tested rear wheel HP 98 at 458 lbs. w/1/2 tank of gas. Asking \$3500.00. Call after 5:00 p.m. (408) 449-6778. (16)

## Malcolm Smith M/C

OLDEST HUSKY DEALER IN U.S.A. Husqvarna, KTM, Yamaha, Hodaka. Also fast mail order service. Malcolm Smith M/C, 1689 West LaCadena, Riverside, CA 92501. (714) 686-8014. (8/TFN)

## For sale, Bultaco dealership

Southern California competition shop with full line of accessories and repair dept. High income yield to owner. Call (213) 559-9400, ask for Buck Harris. (15/2x)

## Wanted: Gullible millionaire

To bankroll far-out motorcycle projects, early retirement for small group of dedicated but impoverished enthusiasts. Replies in confidence to: Fantasy Factory, c/o P.O. Box 498, Long Beach, CA 90801. (213) 439-8239 after 6. (16/TFN)

## Wanted Yamaha mechanic

5 years minimum experience. Bellflower Yamaha (213) 925-5097. (16/2x)

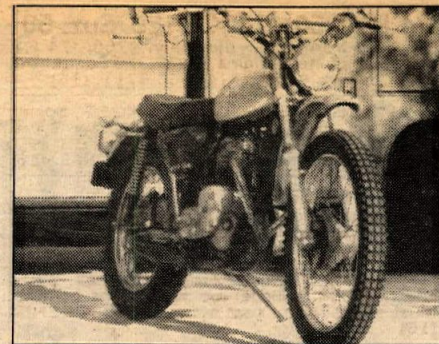
## 1975, 250 Maico

Less than 15 rides, D.I.D.s, pipe, fenders, tank, \$600.00 or best offer. (213) 925-5097 days, (213) 429-5313 nights. (16/TFN)

## '74, 400 Husky

Last ridden 12/74. Cerianis, Pro Fab swingarm, brand new Curnutts. Light, handles great, cherry, \$900.00. (213) 923-7807. (16)

HUSQVARNA '75, 250 GP. Immaculate, stock, never ride it. \$1150. (714) 544-4658. (16)



TRIUMPH TWIN '74. All alloy, 500 I.S.D.T. replica, like nu, under 5000 mi. Never in dirt, street legal — \$950. May consider trade. (213) 663-8976. (16)

'72 HUSKY 250-WR, new ring, Curnutts, stock, \$395.00. (213) 367-1333. (16/3x)

XR 75 HONDA, NEW ENGINE, over \$400.00 extras. \$375.00 firm or trade for glass body buggy. (714) 750-7042. (16)

## CR 250 Elsinore

LTR rear suspension — big tank. \$500.00 or best offer. (714) 987-8138. (16)

## Champion YZ250B

Bestor forks, S&W shocks, disc, everything new, engine & frame kit. Must sell. Contact Frank Adamo, 9 a.m. to 6 p.m. \$1,500.00. (805) 834-1011. (16)

## Husqvarna 250 CR, very trick

Alloy tank, plastic everything, radial head, balanced, reed valve, ported by Trays, fork kit, 208 lb., cantilevered Boges. (213) 790-4625. (16)

## 125 Husky, 6 speed

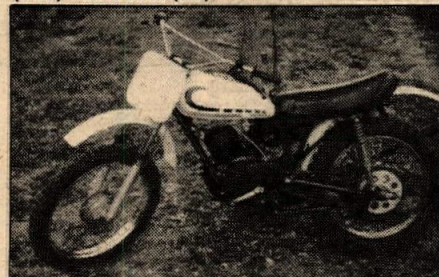
Cantilevered gas Girlings, Mikuni, more extras. Clean, excellent condition, \$650. (213) 677-6861. (16/2x)

## 750 Rickman Triumph TT bike

Over \$2,000 in parts in fresh twin carb race motor and trans. Bike has best of everything. Must sell. Asking \$1,700 or best offer. (303) 473-5994. (16)

## '74 Kawasaki 500 streeter

Clean commuter triple. S&W shocks, Pacifico fairing, small rack. \$975 or trade for clean, competitive Open class MX'er (prefer Maico). (805) 526-0168. (16)



'73 YAMAHA 100 MX, extra clean. New parts and accessories throughout. Rarely ridden. Won't find another deal like this one! Must sell immediately. \$265.00. (714) 996-0375. (16)

## Shoestring wheel works

Wheels laced, \$16.00. Trued, \$6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

1972, 250cc HUSKY — desert ready — \$550.00. (714) 737-5466. (16)

'72, 450 HUSKY, IMMACULATE, complete rebuild, 2 swingarms, Mikuni-Bing, 2 tanks, dual coils, Honda seals, air box, skid plate, spline, primary, \$800. (714) 496-6336. (15/2x)

## Cycle trailers \$176 & up

Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitchers, T1-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

## 100cc Steens Hodaka

Wife's bike, seldom ridden! Ceriani forks + many, many extras! \$275.00. (714) 838-2902. (15/3x)

## Acreage for sale

83 acres, 4 minutes from center of town of Palm Springs, excellent for cycle club. \$40,000 or make offer. Jack Condon, 125 Pali Dr., Palm Springs, CA. (16)

'71 HUSKY 400 Cross, mint condition, engine recently rebuilt, \$500. (805) 259-0338. (16)

## Yamaha '76, 125 YZ mono

Perfect condition, ridden only twice, showroom stock, still new. \$750.00. (213) 864-3101. (16)

## RM 250

Factory cylinder, ignition, forks, 38 Mikuni, Metzlers. Roosts with Narby power band, \$1000.00. 8-5 (213) 530-4656. (14/TFN)

## '73 Yamaha 100 M.X.

Excellent condition, just rebuilt, \$295.00. (714) 528-0568. (16)

## 1974, 250 CZ Jawa

Boge shocks and Mikuni carb. Like new, ridden 3 times, low mileage, excellent condition, \$575.00. Moving, must sell. (714) 530-3561. (16)

## Sale

All Kawasaki & CZ enduros — 90cc to 350cc models as low as below dealer cost — Sale based on first come first serve basis — Call for detailed info — We ship anywhere. South Bay Motorcycles, 2001 Artesia Blvd., Redondo Beach, CA 90278. (213) 379-1083 or (213) 772-1647. (15/3x)

## 1975 1/2 KTM/Penton GP 250

Very reliable, D.I.D. rims, gas Girlings, new style everything, \$900. (213) 396-4487.



**'74 RD 350, '74 KX 125, Suz. 50**  
'74, 350 Yamaha — like new, \$750. '74 KX 125, extras, new engine, \$475. '70 Suzuki 50, street or dirt, \$150. (714) 636-4711. (16)

**'69 GREEVES 360 CHALLENGER**, Spring front end, great shape, been in storage 3 yrs. Needs tune up, \$300.00. HONDA CB 160, \$150.00. Call mornings (213) 837-2603. (16)

### '75 Montesa VR

Xint. running condition, never raced. Leaving town forces sale, \$800. Also Heckel boots, 10 1/2, \$45, xint. cond. (213) 287-8564. (16)

**'74 1/2 BULTACO 360cc PURSANG**, Clean and fresh. In college, no more time to ride. Must sell, \$750 or best offer. (714) 644-2729. (16)

### 1972 Cotton trials

170cc Minarelli engine, excellent condition, \$495.00. Fort Bragg, Calif. (707) 964-9227. (16/2x)

### '75 CR 125 Honda

Forward mount gas Girlings, aluminum swingarm, 30 Mikuni, ported, new head, cylinder, crank, clutch, Phase 2, \$575. (213) 355-6536. (16)

### Maico 400

Late '73 radial. Engine and gearbox rebuilt, excellent condition, spares, \$650 or best offer. (714) 488-2282. (16)

### '74 Penton 175, 6 spd.

Enduro kit, under 300 miles, never raced, \$750 or offer. (714) 644-0832. (16)

### Wanted: Yamaha parts

RT1-2 enduro: top end, carb, pipe, conical hub. 360: flat track frame, forks, 38 Mikuni. YZ: top end, trans. (213) 240-1970 (7 p.m.). (16)

### '73 — 360 Yamaha MX, ex. clean

Large tank, Preston Petty fenders — handlebars large — Webco head for better cooling & torque — Skyway silencer — K&N air filter, \$575.00. (213) 255-4352. (16)

### "75", 125cc Honda D.G. racer

Has everything, fast. Also A.M.F. pipe, head, cylinder, gas Girlings, 520 chain, D.G. air box, swingarm, 32 carb, \$650.00. (213) 378-6794. (16)

### Centerport CZ

'75, 250, totally tricked out. \$1,000.00. (714) 986-0130. (16)

### 1975, 250 Maico G.P.

Expertly maintained by shop mechanic. Extras, low miles, \$600.00 firm. (213) 429-5313. (16/TFN)

### '75 1/2, 125 Pursang

Showroom cond., factory porting, GP Konis. Must see, consider trade late model 250 Husky. (213) 457-2489. (16)

### '73 Yamaha 250 MX

Trick suspension, DIDs, Andres, more, \$595. (213) 421-2936. (16)

### '73, 250 Elsinore

Bent forks & tank. Deal for \$425. (213) 397-4795. (16)

### '74 Yamaha 250 MX, \$495

Perfect condition, new knobbies. (213) 421-3339. (16)

### 1971 RT1 360 Yamaha

Enduro model, completely rebuilt top & bottom end, two hours on new engine, frame lowered, forks rebuilt. \$350 or make offer. '73 Honda CL350 — excellent condition, ridden very little, low mileage. \$750 or make offer. No reasonable offer refused — Call after six (213) 838-2032. (16)

### '73 XL250, like new, stock, \$600

Xint., reliable, many extras + '67 Honda trail 90, \$100. (213) 884-9954. (16/2x)

### '71 Bultaco 250 Pursang

Excellent condition, complete rebuilt engine, very fast, like new. Must see, \$400.00. (213) 634-4034 or (213) 634-0955. (16)

### "Munari & Norstar boots"

\$59.95

Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

### '75, 400 mono, \$875, must sell

Not used for 6 months, many extras. Before 5:30 (213) 875-2060. (14/3x)

### Factory works seat thru your local MC dealer

\$21.70 total. Includes 1 1/2" extra padding and even top grain vinyl seat cover. 5-day service. All street bikes and dirt bike seats recovered. For price and motorcycle shop in your area call — Stewart Seats (213) 374-9848 (anytime, 7 days). (16/2x)

### 250 Suzuki, \$375, 125 SC, \$300

1973 TS 250, street legal, 125 Honda, 21", DID rim, new, \$25. (213) 545-1753. (16)

'73 1/2 YAMAHA 500 MX, unraced, like new. Best offer. (714) 586-0120. (16)

1974 — HUSKY — 250WR — good condition, three-gallon tank — \$700.00. (213) 696-9422. (16)

### '72 AJS 370 Stormer

Ceriani, Girlings, fresh top end, \$350 or best offer. Evenings (415) 689-3994. (16)

### Attention salesmen!!

Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

### Honda mechanic wanted

Previous Honda experience required. Holidays, group insurance, union forms all paid. Honda Temple City, 9228 E. Las Tunas Dr., Temple City, CA 91780. (213) 287-0781. (15/2x)



### '75 Husky GP 360

Very dependable, with many extras, \$1250. (213) 769-2707. (16)

### —\$499— \*sacrifice

'74 Bultaco 250 Pursang — in storage nine months — very clean; Konis, Andres, Pirelli, Filtron, Terry cables. Must sell quick, moving east. (213) 344-7001. (16)

WANTED 250 Elsinore minus engine or basket case. Reasonable. (714) 825-4282. (16)

### '75, 250 MI Honda

S&W forks, Works Performance shock, K&N filter, mint condition, \$925. (213) 826-7953.

### Never raced 1974 TZ700

Yamaha road racer, \$3,500. Call Frank Ulicki after 6 p.m. (414) 421-5983. (15/3x)

### 1967 Kawasaki F2-TR parts

Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

### '73 trick 400 CZ

Has everything but a tape deck. \$600 or best offer. (213) 924-4888. (10/TFN)

### \*\*New Huskies\*\*

S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (10/TFN)

### Penton KTM parts

#### at dealer cost

Suzuki of Van Nuys, 16141 Sherman Way, Van Nuys, CA. (213) 994-2800 or (213) 994-2882. (10/TFN)

### Bill Thomas M/C

1976, 125 CR Huskys in stock, very few available. Full warranty on all '76 Husky models. (303) 322-3156. (16)

### '73, 360 Yamaha MX

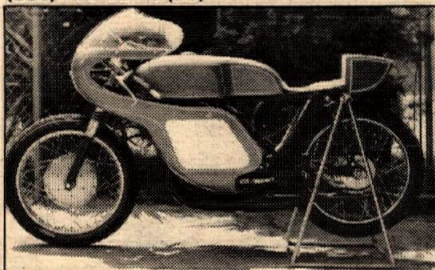
Turner pipe, new piston & rings, Koni shocks, very fast, \$625.00. (213) 634-4034 or (213) 634-0955. (16)

### '74 H.D. Baja 100

Dirt bike, excellent condition, fast and reliable. Too many extras to list. Extra engine, frame, etc. included. \$400.00. (213) 679-4423. (16/2x)

### Husky "125" '74

Excellent condition, very dependable, 32 Mikuni, ported to factory Husqvarna's specifications, Betor air forks, gas Girlings, other extras. \$650.00 or offer. After 2:30 (213) 799-8274. (16)



SUZUKI CLUB RACER, 200 Twin, Dunlop, Koni, Tomsaelli, big front brake, gears, jets, heads, carbs, etc. Very fast. \$625.00 or best. (213) 781-4217. (16)

MOTORCYCLE AND RELATED BUSINESSES information center. To buy or sell (including real estate) contact: Hal Grady owner-broker, America 200 Realtors, 1825 N. Oxnard Bl. Suite No. 1, Oxnard, CA 93030. Lic. No. 1-413075-3. (805) 487-0469. (12/4x)

CUSTOM-BUILT eight-bike trailer, \$500.00. (714) 544-2207. (12/4x)

### Prospectors M/C Hare & Hounds

from here to there! (12/9x)

### Steal it. 1973 Bultaco 350

Sherpa T in very good condition, \$495. (714) 846-5606. (16)

### 125 S-76 mono, '74 TM Suzuki

Yamaha, excellent condition, \$825. Suzuki, moved up Boges, 30mm Mikuni, pipe, good condition, \$350 or best offer. (714) 524-5674. (16)

### Wanted exclusive sales representative

To sell Southern California distributors of motorcycle accessories. Unlimited area available. Send resume to: P.O. Box 653, Chatsworth, CA 91311. (213) 886-7878. (16)

### 1974 Bultaco 250

Many extras including forward Bilsteins, new Metzlers, ignition, much more and many extras. Bike is fast and in beautiful condition. Quitting, \$700. (213) 884-1798. (16)

### '75 Rokon Cobra 340 MX

Excellent condition, factory prepared, no additional modification, \$1100.00. (505) 299-6283. (16)

### For sale: Penton 125cc, '73

Pro-Fab, like new & fast. \$500.00 or best offer. (213) 927-6079. (16)

### XR 80-100

Fully modified fresh engine. New 80 and 100 piston kits. CDI, Baker swingarm, cantilevered Boges, 17 inch front rim, new paint and tires, many spares. (213) 360-2484. (16)

### '73 Husky 400

5-speed, skid plate, Vesco, 8 1/2" forks, mag, swingarm. (714) 987-6483. (16)

### XL350 enduro—fun bike 1974

Box stock, street legal with 5" Curnutts, S&W springs in front, 6 ply ISDT tires F&R, P.P. bash plate, Powroll Hi Pipe, 3.2 gal. & stock tank, \$625 — will deal. (714) 688-9518. (16)

PURSANGS, 250cc, 1972 & 1974. Both in good shape — extras, \$400 & \$600. (213) 367-9727 or (213) 899-5634. (16)

### Kawasaki 500 engine

Complete with carbs, \$275.00/make offer. Day (714) 827-2650, eve. (213) 691-1158. (16)

### Husqvarna forks

Air forks from Husqvarna 360 G.P. Also misc. other items from bike. Ask for Phil Shirley, Jr. (805) 944-3365. (16)

### 1974 CZ 400

Like new, 6 hrs. total riding since bought 12/25/74. Many extras. Health forces sale, \$875.00. Call before 6 p.m. See to appreciate. (213) 339-3296 or (213) 339-9385. (16)

### Yamaha factory trained mech.

Must sell own bikes fast! Immaculate, never raced. 1975 MX 400B monoshock, \$925.00 and 1974, 360 MX or TT; 36 Mikuni, Konis, Champion pipe, YZ portings, \$550.00. (714) 746-7829. (16)

### Suzuki TM125

1974 Suzuki TM125, ported, bored, new piston, rings, lengthened swingarm, like new, used very little. O.I.D. chain, \$400.00. (805) 252-7731. (16)

CURE MONO-HOP AND, get 8 1/2" of travel to boot. Apply your brakes in the rough spots, two stage spring allows the rear suspension to work while the bike and rider weight is shifted forward. \$19.95, contact Bill Cramer, Box 25, Apache Junction, AZ 85220. (602) 986-9262. (16)

LEATHERS — size med., good condition, \$25.00. Desert sleeves, med. \$14.00. (213) 699-2415. (16/2x)

### TA125 Yamaha, \$700

Brand-new top-end, only 1 race on crank, Dunlops, fairing, spares, cylinder, pistons, rings, gearing, tires, excellent condition. Don (303) 449-3852. (16)

### '74 1/2 Penton 125

Excellent condition, great for enduros or MX. Handles fantastic, two tanks, 6 inch Curnutts and other extras. \$675 — offer. Weekdays (714) 551-3049/weekends (714) 879-7217. (16)

### '74 Rokon 340 enduro

Boge shocks, Petty headlight, fender and grips, new engine built by Ron Bishop, street legal, stone dependable, \$850.00/offer. (714) 546-9889. (16)

'75 SUZ. R.M. 126, xint. cond. Gyt kit & extra head, barrel & pipe, \$650.00. — '74 PUCH 175 MX, like new, \$300.00. Must sell both — will bargain. (714) 637-4045. (16)

### Jawa speedway '71

Barnes quick change, Amal or Delorto carburetion, show quality appearance, approximately 1 season on motor, head has never been off, never has had a mechanical failure or failed to start, fuel, oil, gearing. \$1200.00. (714) 675-3085. (16)

### '74 Yamaha 250YZ

In storage past year, excellent condition, \$750.00. Injury forces sale. Ask for Ken (213) 864-2253. (16)

### ABC leathers

Full suits — blue pants & sleeves — red suede jacket, waist 34 — \$75. Also spool wheel 19" complete w/tire, \$40. Jeff (714) 527-5056. (16)

### '75 CR 125 Honda, \$475

Must sell, excellent condition. (213) 697-8440. (16)

### Dynos

Four Eddy current dynos from 75 HP to 200 HP. Sacrifice. Contact Skyway Recreation Products, Tuesday through Friday (213) 365-3172. (16/4x)

### Bultaco 250 Pursangs

'75 with recent engine rebuild, laydown shocks, excellent condition, \$750. '74 with 1/2 hour on rebuilt engine, also excellent condition, \$595. (213) 340-5727. (16)

### '74, 175 Penton KTM

Mulholland 7 1/2" travel forks, Curnutts, new tires, rim, seat & much more. Must sell, \$650 or best offer. (213) 361-3124. (16)

### Bassani-TX500 Yamaha

Chrome 2-1 exhaust, \$90.00. Quiet horsepower! Sell new for \$150.00, chrome not scratched. Call after 5 p.m. (213) 288-2724. (16)

### '75 1/2 Bultaco 250 Pursang

Diamond, Fox Shox, ported, fenders, etc! Fast! Excellent condition! \$925. (213) 761-3135. (16)

### Grand opening April 17

Off road accessory shop, super discount prices... Fork boots \$6.95. Boge shocks \$42.95. Scott goggles \$9.95. Tail seat kits \$16.95. Vented nylon padded team jerseys \$12.75. Ankra tie downs \$10.25. JT filters \$9.95 (except YZ). Skyway air bags \$9.50. Hustler D.O.T. approved helmets \$18.95. Andre chromoly bars \$15.25. Gold belts \$15.50. NorStar and Munari boots \$57.95. Scott face masks \$6.75. Yokohama super Digger tires 300x21 \$25.50, 410x18 \$26.95, 460x18 \$32.95, 4.75x18 \$34.95. DID rims \$32.50. Aluminum loading ramp \$17.95. Come and save your hard earned money. We ship anywhere. Performance Products Unltd., 9226 Lurline Unit F, Chatsworth, CA 91311. (213) 998-7250. (16)

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A high-performance CDI unit for the Honda CR-125, Kawasaki KX 125, and KX 250, and all Suzuki TM and RM models. Includes "black box" and matching HV ignition coil. Extra high energy spark. Timing stays fixed at top RPM. Get full power, full revs. Pre-timed with motorcycles listed, just plug it in and go. Adaptable to other bikes as well — just follow simple timing instructions. \$52.95 complete. Both models are motocross, trail, and desert tested by top riders. Proven performance and dependability. With both models you get mounting hardware, silicone HV plug wire, complete instructions, and a two year guarantee.

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## ADVERTISER INDEX

|                         |                   |
|-------------------------|-------------------|
| AAA Cycle Center        | 30                |
| ADRA                    | Cal               |
| AMC                     | Cal               |
| AME                     | Cal               |
| Action Cycle            | WA                |
| Airco Sheet Metal       | 5                 |
| Ascot Park              | 11 & 21           |
| Al Baker R&D            | 5                 |
| Gary Bang, Inc.         | 5                 |
| Bay Area Bultaco        | 3                 |
| Bel Ray                 | 13                |
| Big D Cycle             | 34                |
| Big D Yamaha            | 34                |
| The Bolt King           | 23                |
| James Brown, Inc.       | 23                |
| CMC                     | Cal               |
| CRC                     | Cal               |
| Carter's Yamaha         | 34                |
| Cheney Prod. America    | 27                |
| Coast Moto Cycle        | 3                 |
| Comp. Svc., Inc.        | 3                 |
| Cosmopolitan Mts.       | 17                |
| Coyote Dist.            | 28                |
| Cycle News              |                   |
| Sub Info                | WA                |
| Cycle Rider             | 3                 |
| D & R Cycles            | 23                |
| DRA                     | Cal               |
| Dallas Yamaha           | 34                |
| Digitronics, Inc.       | 31                |
| Dirt Diggers MC         | Cal               |
| Elsinore Racwy          | Cal               |
| Escape Country          | Cal               |
| Feldmar Watch Co.       | 29                |
| Torsten Hallman         | 11                |
| Hodaka/Pabato           | 21                |
| Honda of Glendora       | 3                 |
| Hooker Headers          | 3                 |
| Jim Hunter MC           |                   |
| Repair                  | WA                |
| Husqvarna Motor         |                   |
| Corp                    | 24 & 25           |
| Indian Dunes            | 18                |
| International M/Cs      | 13                |
| Interpart               | 3                 |
| Intershows              | 30                |
| Italjet                 | 27                |
| J-Mac Motorcycles       | 18                |
| KTM Imports             | 23                |
| Kawasaki Mtrs.          | 5, 13             |
| Neil Keen               | 34                |
| Kengro Ent.             | 27                |
| Klotz Special           |                   |
| Formula Prod.           | 13                |
| Knowles Cycle           | 34                |
| Lake Whitney MX         | 30                |
| Lightning Motorcycle    |                   |
| Products                | 34                |
| M.O.R.E.                | WA                |
| Martek Products         | WA                |
| Marubeni America        | 27                |
| Media Max, Inc.         | 17                |
| Montesa Motors, Inc.    | 23                |
| Motorcycle Mechanics    |                   |
| Institute               | 20                |
| Orange County           |                   |
| Cycle West              | WA                |
| Othman Dist.            | 5                 |
| Owyhee M.C. Club        | Cal               |
| Pacific Coast Honda     | 28                |
| Pennzoil                | 17                |
| Penton                  |                   |
| Imports                 | 5, 11, 13, 21, 30 |
| Pomona Valley Desert    |                   |
| Riders                  | Cal               |
| Pro-Tec                 | 28                |
| Proto-Pipe              | 17                |
| Q & E Cycle Eng.        |                   |
| & Supply                | 13                |
| Quality MC Repair       | 29                |
| SRA                     | Cal               |
| Saddleback Saturday     |                   |
| Motocross               | Cal               |
| Joe Sarkees Motorcycles | 3                 |
| Carroll Shelby Ent.     | 3                 |
| Shell Mtrs. Yamaha      | 18                |
| Malcolm Smith Racing    |                   |
| Products                | 20                |
| Spillway Park           | Cal               |
| Stello Real Estate      | 29                |
| Steve's Bultaco         | WA                |
| Stovall Cycle           | 3                 |
| Sure Fire               | 17                |
| Suzuki of Van Nuys      | 18                |
| T & O Yamaha            | 23                |
| Sammy Tanner Dist.      | 21                |
| Terry Ind.              | 13, 28 & 29       |
| Tri-City MC             | 29                |
| Town & Cntry. Cycle     | WA                |
| Tu Gee Ent.             | 28                |
| Vic's Montesa           | 17                |
| Viewfinders M.C.        | Cal               |
| Bill Walters            |                   |
| Leathers                | 20                |
| Wheelsmith M.C.         | 5                 |
| Yamaha of Corona        | 11                |
| Yamaha Family Cycles    | 23                |



## Life or death for the two-stroke: Is the jury still out?

There is still a huge logjam of misconception to be cleared up before we come face to face with Federal and California emission standards on motorcycles. That happens in 1978, when a graduated 5-14 gm/km EPA standard and a blanket 10 gm/km C.A.R.B. standard on hydrocarbon emissions will force nearly every two stroke over 175cc off the street/road environment. 1980 will be worse. What's it all mean?

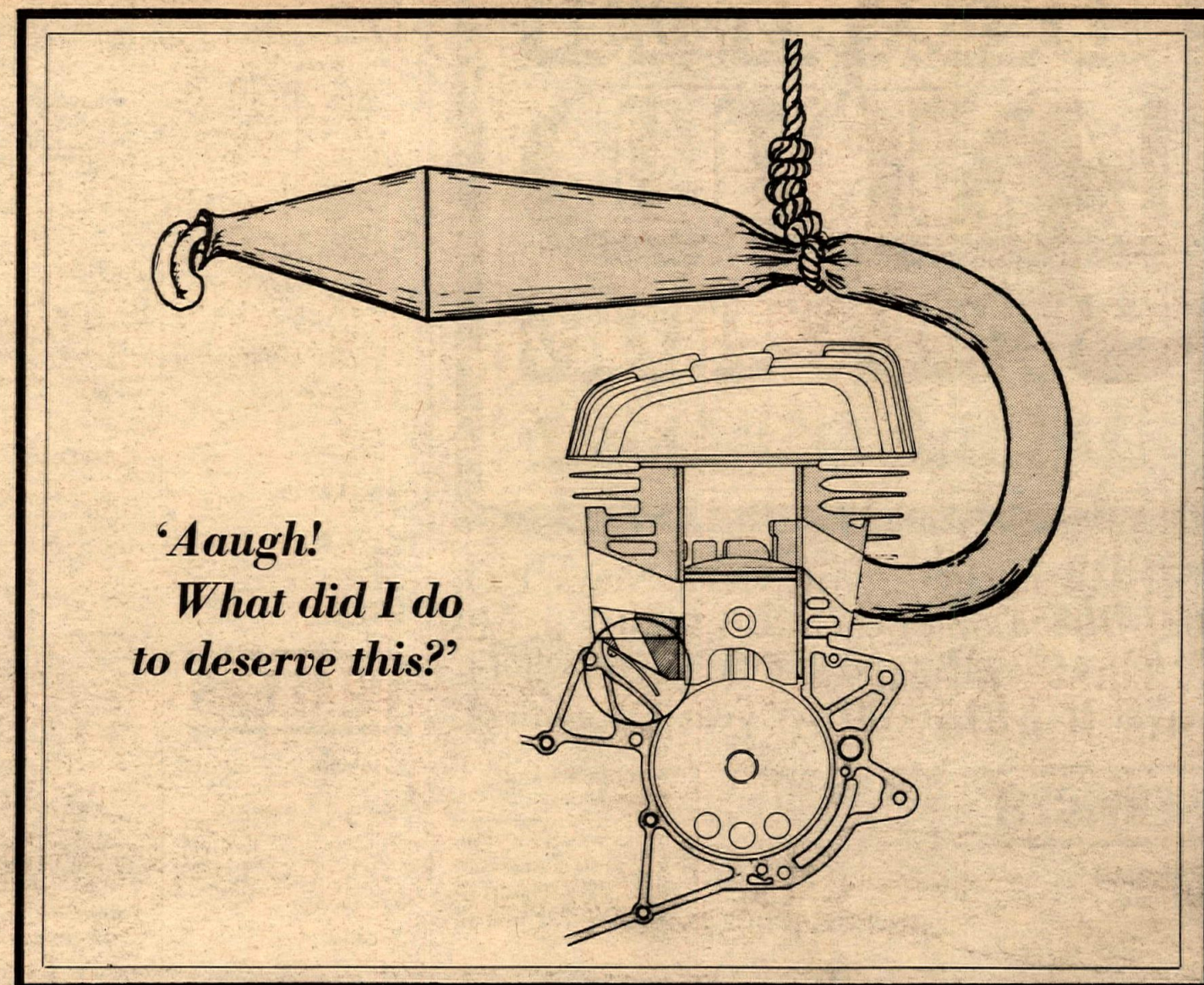
### The technicalities

One gross misconception, harbored by many who should know better, is that the whole problem will go away if we somehow come up with a perfectly smokeless two stroke oil. That may have been true several years ago when unsophisticated legislators were writing laws against smoking vehicles. No more. The rule-writers are technicians, not politicians, and we're in deeper trouble than many in the "trade" imagine.

What the rulemakers are zeroing in on is not smoke but reactive hydrocarbons (RHC). A hydrocarbon is any substance based on molecular chains of hydrogen and carbon. That includes sugar, lube oil, tar, gasoline, cooking gas, parts of your body, plastic rubber, coal, tree sap, lipstick and booze, among lots of other things. A reactive hydrocarbon (usually a gas) is anything that combines with oxides of nitrogen (NOx) and ozone in the atmosphere in the presence of sunlight to form photochemical smog.

Ideally, when you burn gasoline (a hydrocarbon) and a trace of oil (another hydrocarbon) in an engine, you'd like to get water, carbon dioxide, and lots of heat as end products, because chemically, that's what's supposed to happen with complete combustion. The booger is that nobody's perfect, and combustion is never complete in a real-life engine. In fact, we deliberately contribute to this by using fuel-rich mixtures for cooling. So we wind up with a fuel-air mix that does not contain enough oxygen to burn every bit of fuel. Therefore, what comes out the exhaust is hydrogen-carbon rich; i.e., carbon monoxide and unburned hydrocarbons in various forms. The foregoing applies to all engines.

What makes the two stroke unique (and therefore vulnerable) is that for effective scavenging at speed, a high-performance two stroke chuffs about 25 percent of its fuel-air charge out the exhaust port unburned before the port closes on the upstroke. The more radical the port timing, the more is lost, although resonant expansion chambers are designed with the intent of packing at least some of the fuel-air charge back in when the engine is "on the pipe."



Combine this unburned charge with what comes out the exhaust port after firing, and you've got a regular devil's mix of hydrocarbons (more different chemical compounds than anybody has bothered to count). Nearly all of these compounds are colorless gases; some are odorless and some are not. The point is, even a smokeless oil (coming out as another colorless gas) when mixed with all the rest, would still register on government testing apparatus as a pollutant and the engine would register about the same HC output as ever. It's too late for smokeless oil.

So far, these are the techniques that will reduce two stroke hydrocarbon emissions.

- 1) Lengthen the stroke, in effect, giving the fuel-air charge more opportunity to burn completely. (Yamaha has done just that in making the RD400 out of the RD350).

- 2) Lower the exhaust port. The milder the timing, again, the more time there is for complete combustion and the less charge is lost.

- 3) Lean the mixture. To keep temperatures below seizure level, the heat output per stroke has to be reduced (by reducing fuel-air-charge, lowering compression, etc.) resulting in a radically detuned engine that will stay together under learn-burn conditions.

- 4) Provide a better-controlled mixture with fuel injection. Expensive.

- 5) After-treat the exhaust, with catalytic converters, air injectors, afterburners, or some combination.

- 6) You can cheat a bit by gearing super-tall for the government tests and offering smaller countershaft sprockets under-the-counter to customers.

And that's it. Under emission controls, look for the surviving two strokes to be slower-turning, slightly less thirsty, and more expensive than their pre-control counterparts. Performance will suffer dramatically. Ride on old T10 long-stroke Suzuki or one of the

old Sears Allstate twins and you'll get an idea of what the Brave New World will be like.

### What about us racers?

For the first few years, GP road racing, Class "C" dirt track, motocross, trials and desert competition will feel little effect, assuming that exemptions for off-road, competition and exhibition machinery can be maintained.

But production road racing, which is already a zoo in much of the country (with too many race clubs pushing too many different versions of "production"), will be utter chaos. With four strokes and de-nutted two strokes replacing present street models, it's the older machinery that will be most competitive. (We already see this as the effect of stringent noise limits takes hold). And some associations limit "production" to machinery no more than three years old. It's going to make rule-finagling the mass-participation sport of the 1980's. Whoopee.

Woods/enduro riders are really going to hurt. Here in California, where everybody trucks his off-road bikes a hundred miles a weekend in a gashog van as a matter of habit, we tend to forget how the rest of the world lives. But at Daytona, watching hordes of mud-splattered Montesa King Scorpions running around the streets before, during and after the Alligator Enduro, the truth was brought home. In the east and midwest, the typical woods rider still rides to the woods on a carefully tricked-out street legal enduro bike; and most states in the area are pretty forgiving of what's legal.

All that will end for masses of people and the dealers who service them. When faced with the prospect of 1) doing the usual in the local mud with an emission-controlled legal bike that weighs 100 pounds more than his old one or 2) going for a pure off-roader and a \$5000 California van instead of that one \$1400 legal enduro he was considering trading up on; the woods

rider we know today will most likely chuck it all.

Finally, as factories see less and less to be gained by maintaining special families of racing engines that they're not allowed to sell in any form to the highway-travelling public, pure two stroke racing/offroad equipment is going to become prohibitively expensive or non-existent. It might take ten years to happen completely, but it's inevitable, with proposed government controls.

### Fingers in the dike

The point we're trying to make is that the controls themselves are not inevitable or foreordained, although our time is getting shorter with each passing race weekend. On the Federal level, the President's Council on Wage and Price Stability has blasted the EPA's proposed standards; and the agency itself is rehashing the economic impact of its actions as a result. The AMA and the MIC are both in the thick of it.

In California, SB1324 is in the hopper to severely curb the power of the state's Air Resources Board to create arbitrary emission standards. Russ Sanford of M.O.R.E. is on top of this one and urging everybody's support.

The Federal and California issues are inter-related because there are politically ambitious individuals in both C.A.R.B. and EPA who are engaged in a game of one-upmanship to show how "tough" they can be on pollution. Motorcycle emission controls are a pawn in that game.

All this means that you racers and off-roaders need to get your heads out of your personal trips long enough to understand what's happening and react. Even if you never race AMA, even if you never cast a vote or write a letter, you'd better consider tossing a few bucks in the direction of those who are fighting your political battles for you, to ensure that you still have a game to play.

Lane Campbell